

Navy News

JANUARY, 1977. 5p

CAVALIER SAVED: MUSEUM PLAN

H.M.S. Cavalier, last survivor of the Second World War destroyers, has been saved. She will be going to Southampton as a floating museum — and a living memorial to a famous class of ship and the men who fought in them.

Vice-Admiral Sir Ian McIntosh, chairman of the Cavalier Trust, told Navy News, "We are close to success."

"The Ministry of Defence lowered their price from £100,000 to £70,000. We have succeeded in raising £62,000, and there is more in the pipeline."

H.M.S. Cavalier has been awaiting disposal at Chatham, and the announcement that the appeal has succeeded will delight readers of Navy News and scores of others who have urged that the warship should be preserved. For a whole year the Appeal Committee have been working to raise the money.

The scheme depends upon the permanent berth at Southampton, where she can be prepared for exhibition, and become self-supporting.

Soon it is hoped that a full-time manager will be appointed, so that a new appeal can be launched for donations from well-wishers, to finance the costly work of preparation.

MANDY — GALATEA'S GAL!

Voted Miss Galatea when the frigate visited Hull was 20-year-old Mandy Simpson, seen here with three of the judges, AB David Grady, LS Bryan Wright and OS Stephen Pearce. The panel of judges included the commanding officer, Capt. W. S. Gueterbock.

The Galatea was granted the Freedom of Hull about a year earlier, and on this latest liaison visit various forms of entertainment were provided for children from the local orphanages to which the ship is affiliated.

During the visit the Galatea was accompanied by H.M.S. Salisbury.

Photo: L'WREN (Phot) Joan Roberts



FORCES TRAVEL CUTS DENIAL

A possible attack on Service travel warrants as part of defence pruning was highlighted in national newspaper speculation before Mr. Healey's mini-budget statement. According to information given to Navy News, "no changes are contemplated in the Service man's entitlement to leave or separation warrants, or in their value to him."

However, the Armed Forces have to cut back to the extent of £100m. for 1977-78, and £230m. for 1978-79, and duty travel is one area likely to attract keen attention.

No change is expected in the redundancy situation arising from previous economies, but already the Navy's senior ratings are finding that opportunities to serve a "fifth five" are becoming fewer — and this situation is hardly likely to improve in the light of the latest cuts.

It has to be borne in mind that the Chancellor's mini-budget measures represent the fifth chop on defence spending in the past 21 months, and the eighth during the last decade.

The more recent economies have been accompanied by assurances that Service "teeth" would not be drawn, but this has not presented a great deal of criticism about going beyond the "danger level."

● 'Nothing unusual'

Just before the budget announcement in the Commons, the defence Chiefs of Staff accompanied by Mr. Fred Mulley (Secretary of State for Defence), went to 10, Downing Street.

Newspapers talked of "almost unprecedented action," suggesting that the chiefs impressed upon the Prime Minister the peril of further cuts, but in

a statement to the Commons, Mr. Mulley saw the call in a different light.

There had been nothing extremely unusual, he said, about the visit of the Chiefs of Staff. The timetable of the International Monetary Fund loan had interfered with the usual consultation with them on defence estimates.

Men in the Armed Forces will now be wondering where, in fact, the latest cuts will fall, but the official reaction is that nobody knows.

The Service departments will now be doing their sums to see how the economies can be achieved with the least effect on Britain's contribution to the Western Alliance.

Mail delay probe

Mail delays were a topic of conversation when families were reunited after the latest Royal Navy group deployment, from which ships returned just before Christmas.

The units in the deployment were H.M. ships Antrim, Bacchante, Charybdis, Naiad and Yarmouth. The submarine Osiris joined the others for exercise.

On both the trip to the Indian Ocean, and return, hundreds of bags of mail were dealt with, but a few went temporarily astray. Time taken to reach destination, in one case, was as long as 18 days.

The Forces Postal Depot staff, always watchful in cases of mail difficulty, made a close investigation of the difficulties experienced.

FULL INQUIRY

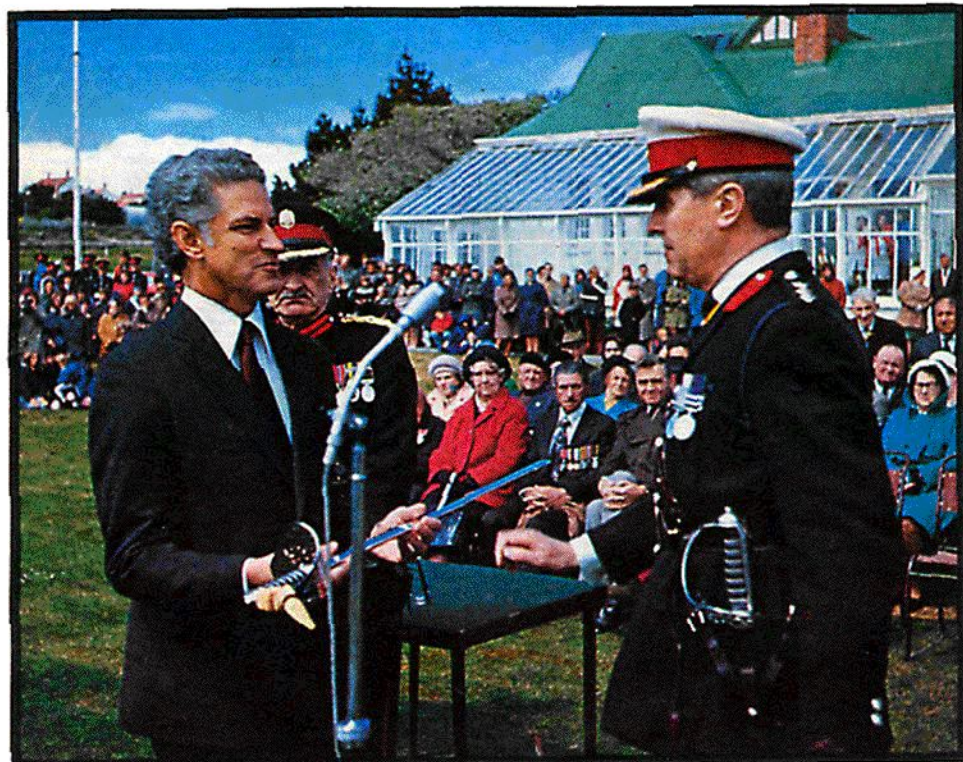
Although much has to depend on overseas local staff, and on the availability of flights, it has been possible to make a useful arrangement at London Airport in cases where mail has been mixed with freight.

The Fleet and families can be assured that there has been a full inquiry, and that everything possible is being done to "smooth out the potholes."

The CENTO Exercise Midlink 76 took place in the Indian Ocean, with 26 ships, 46 aircraft and three submarines from America, Pakistan and Iran, as well as Britain, participating.

From Karachi, the R.N. group steamed north-west to the Persian Gulf, with some ships paying a brief visit to Bandar Abbas and others to Kuwait, Muscat, Bahrain and Dubai. Then it was westwards through the Gulf of Aden to the Mediterranean via the Suez Canal on the homeward leg.

Falklands honour for Royals



The Royal Marines received the Freedom of Stanley, Falkland Islands, on December 8, the first time the Corps had been granted such an honour overseas.

The Governor of the Falkland Islands, Mr. N. A. I. French, and the Executive Council of the Colony chose an appropriate date for the ceremony, the 62nd anniversary of the Battle of the Falklands in 1914. But Royal Navy and Royal Marines links with the islands go back still further.

The Freedom Scroll was accepted at Government House on behalf of the Corps by Colonel Sir Stuart Pringle, representing the Commandant General Royal Marines, and the Corps presented the people of the Falklands with an inscribed sword (as pictured).

On parade were members of the R.M. Falklands detachment and of the ship's company of H.M.S. Endurance.

Several former members of the Corps now living in the islands attended the ceremony.

Sea-sonal duty . . .

While most of the Royal Navy crew did their best to maintain the family links by recording interviews for Radio Clyde and on B.B.C. Family Favourites.

They also had a "splash," with picture, in the Sunday People.

H.M.S. Endurance was among the icebergs of the Antarctic, and the frigate Tartar managed to be in harbour in the United States.

For H.M.S. Amazon, the duty was guardship at Gibraltar, and H.M.S. Bildeston was also available for patrol.

Some have to be the "victims," and much missed by their families. But — better luck in 1977.

A HAPPY NEW YEAR TO ALL

DRAFTY'S CORNER

If you received one of these forms, or something like it, would you be happy? Unmoved? Or filled with despair? Just in case you don't recognize it, it's the top half of a draft order detailing you to the Submarine Quota.

More than half the men who enter submarines are volunteers. So let us assume that they are either happy or unmoved by the arrival of such a draft order. But the rest have not volunteered and so presumably they are either unmoved, or in a few cases, filled with despair by its sudden appearance. Whatever an individual's reasons are for being reluctant it is true to say that many of you do not know what the whole thing is about and, most importantly, you will want to know the answer to the question, "Why me?" Doubts and uncertainty breed apprehension, bewilderment, and sometimes anger. This article may help you to prepare for the future.

The Submarine Service is a specialized part of General Service. It is tied closely to it and, except in the Operations Branch, has common rates and common advancement rosters. Every General Service rating under the age of 35 has a liability to serve for five years in submarines, volunteer or not, and this liability for submarine service does not cease for practical purposes until a man becomes a chief artificer in artificer branches or a chief petty officer in other branches. Men of these higher rates would only be accepted as volunteers under extreme circumstances. So you all know who is liable.

Selection

How about selection? By issuing the Submarine Intake, the Ministry of Defence directs Drafty to transfer a certain number of ratings into submarines every year. This list also tells him at what rate the men are to be transferred. The General Service Drafting Sections fill their quota with volunteers from new entry establishments and the Fleet. To make up the required numbers non-volunteers from the Fleet are taken from near the top of the sea roster.

All these men are then drafted to the Submarine Quota as required by the Submarine Drafting Section, so as to fit into the SM School's intake programme. So a draft order of the type shown here will be followed by another, drafting you from the quota to the SM School for training. This is your first Submarine Draft Order.

On arrival in H.M.S. Dolphin you will be medically examined and be required to qualify in the escape tank before your other training starts in earnest. You have to be basically healthy to join submarines and we must make sure that you are before you start off on what will be a very expensive training course.

Because of the complexity of modern submarines and the advanced techniques and technologies

OH NO! NOT ME!

Drafting Desk To: **Dpl. 1234** Copies To: **D7** Calling Wood **Dolphin** **Sm Sea Dolphin** C.202 Despatch **n 9317** DRAFT ORDER Number **608** Input **608**

THIS ORDER DIRECTS THAT:

Surname and Initials	Rank/Rating	Service Number
BLOGGS. W.T.	CEA 2	D123456P

OF HMS **COLLINGWOOD** SQ

IS (TO BE AVAILABLE FOR PASSAGE) TO JOIN

HMS	Accounting Base	Day	Month	Year
Dolphin (Sm Quota)		20	06	77

ON **20 06 77**

FOR **SUBOR** **4060** This is a **SUBS** INP

IS (TO BE AVAILABLE FOR PASSAGE) TO JOIN

Accounting Base



employed, there is no room — especially initially — for the old-fashioned Jack-of-all-trades. True, you will be expected to know quite a lot about the whole submarine, but essentially you will be trained as a specialist in a specialised service. So specialised, in fact, that you will be trained for only one type of submarine: Patrol (Diesel), Fleet Valiant Class (Nuclear), Fleet Swiftsure Class (Nuclear), or Polaris Force (Nuclear).

Many submarines require high security clearances — for example, the whole Polaris Force has to be specially cleared — and they will be processed and eventually cleared immediately after being "streamed."

Having completed your general submarine course, which lasts about six weeks, you start on your application courses, which, depending on your category, last from two weeks to about a year. You will then go to a submarine either as a "trainee part complement" or as a "trainee additional" and you will put theory into practice (called Part III training). After 16 weeks you can take an on board examination and qualify for your Dolphins, so becoming a fully fledged submariner on the first rung of the long ladder of (we hope) success.

Specialists

You can expect to remain in your initial stream for at least your first sea job, but you can stay in it for your entire submarine career if you so wish. The aim is to make you a highly-trained specialist who will not require retraining every time you go to sea. Many ratings, CEAs for example, can

of course specialise yet further into weapons control, sonar, propulsion, polaris weapons, computers, and so on.

These specialisations are recorded and they dictate a man's drafting category. In submarines a CEA is not just a CEA. He is, for example, a CEA (Swiftsure) (Propulsion), (Nuclear Chief of the watch). Similarly, a cook may be classified as a cook (Polaris) (with special security clearance).

You are entering a highly selective and specialised service in which you can, in most branches, go to the top. For the majority there is the chance of making it a full career and continuous efforts are being made to make it so for the remainder. There are, however, a few branches where the Submarine Service can no longer offer employment in some higher rates and it is therefore necessary for a man to revert to General Service on advancement or promotion.

So when you have your Dolphins on your chest, you are finally and completely one of the team. You will find you have a responsible job to hold down. Submariners shrug it off, as they are not normally boastful men, but it is true and each man is a vital cog in a highly sophisticated machine. Each man is important not only to his captain and the rest of the crew, but to the Submarine Drafting Section. Square pegs do not fit into round holes and every effort is made to achieve a perfect fit, each and every time.

CPO Writer John Kinghorn, who works in the Regulating Drafting Section at H.M.S. Centurion, was one of six adult finalists in the national Petropolis competition sponsored by Action Research for the Crippled Child. The finals took place at the London Press Centre in November.

Petropolis is a game similar to Monopoly, but players buy dericks instead of houses and oil platforms instead of hotels. The aim is to earn the most "petrodollars."

CPO Kinghorn — top left in the picture — entered the competition in his "local" in Haslemere. Other finalists included Clement Freud

and Mayfair fashion designer Tom Gilbey.

The eventual winner (not John, unfortunately) joined winners from 11 other countries and flew to Bahrain by Concorde. They were guests of Prince Faisal at his palace, and toured the world's largest oilfield at Dahrhan before going on to the world Petropolis championships in Monte Carlo.

JOHN PLAYS THE OIL GAME



SWOP DRAFTS

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct.

A. H. Arnell. LRO(T). 3 Mess. H.M.S. Herald. Home waters. Relief date July 1977. Will exchange for any ship going foreign.

J. Barker. AB(S). Passive Sonar Section, H.M.S. Vernon. Will swap for any ship going to America or West Indies.

G. Barnett. LS(M). 26 Mess. H.M.S. Juno. Drafted H.M.S. Excellent over six months on March 15. Will exchange for H.M.S. Cochrane over six months.

W. F. Beasley. AB RP2. 3Q ST Mess. H.M.S. Sheffield. Wishes to swap for any Devonport-based ship.

Blakey. MEMN1 1 Mess. H.M.S. Fife. Drafted FOST (BMP) Portland more than 12 months. Will swap for any Portsmouth shore base. Replies to 29, Moat Drive, Alverstoke, Gosport.

P. L. Brown. LRO(G). 3 Mess. H.M.S. Zulu. Seeks swap with any Portsmouth / Plymouth / Chatham ship.

C. Conti. POSTD. H.M.S. Collingwood. Drafted H.M.S. Aurora (Plymouth-based). May 6. Will exchange for any Portsmouth sea-going ship or shore establishment.

P. M. Daykin. LRO(G). JR's Mess. H.M.S. Mercury. Drafted FO Plymouth, January 17. Wishes to swap for COMMENC Whitehall or any London draft.

A. C. Drew. NA1 (AH3). 2L2 Mess. H.M.S. Hermes. Will swap for R.N. air stations Yeovilton or Portland.

A. H. Edwards. MEM1 (AMC). JR's mess. H.M.S. Cochrane. Drafted H.M.S. Laymoor (moorings and salvage based at Greenock). April 25. Will exchange for any mine sweeper or survey vessel based at Plymouth.

J. R. Fox. LRO(W). H.M.S. Cleopatra. Due deployments to Mediterranean and Far East. Will swap for any Devonport-based ship in refit, or ship in Devonport during February.

A. J. Fraser. LS(R). 57 Placemess Mess. H.M.S. Dryad. Drafted H.M.S. Glamorgan (Portsmouth-based). February 28. Due refit. Will exchange for any Plymouth or Portsmouth frigate, preferably a Leander going abroad.

J. R. Fraser. POWTR. Ship's office, H.M.S. Arethusa. Will swap for any Devonport-based ship.

A. F. Garnham. OEM1. 3J3 Mess. H.M.S. Ark Royal. Drafted to H.M.S. Rooke, Gibraltar, for Frigate Refit Group, February. Married accompanied if required. Will exchange for any Chatham, Portsmouth or Devonport shore base or ship in refit. Replies to 22, Russell Road, Folkestone, Kent.

P. J. Geary. MEM1. 3M1 Mess. H.M.S. Tiger. Due deployment to West Indies. Will swap for any Portsmouth-based ship doing home sea service or due refit.

C. E. Glaister. STD. H.M.S. Nelson. Drafted H.M.S. Ark Royal, April 18. Will swap for any Portsmouth or Chatham ship, sea-going or in refit.

J. B. Graham. LCK. H.M.S. Bildeston (Rosyth-based minehunter). Will swap for any Portsmouth-based ship, preferably H.M.S. Blake or other big ship.

P. D. Hall. LCK. 8 Mess. H.M.S. Zulu (Rosyth-based) until late 1978. Will exchange for any ship in refit in Portsmouth or Chatham, or any southern shore base.

I. M. Harris. LS(M)Q. C4 Mess. H.M.S. Excellent. Drafted to H.M.S. Fawn at Devonport, June 6. Will exchange for any Portsmouth ship. Applicants can be LS(M)QR2 or LS(M)QR1.

D. R. Harrison. LRO(W). 9 Mess. H.M.S. Bacchante. Due refit in February, ship's company to H.M.S. Scylla, Chatham-based. Will swap for any Portsmouth-based ship.

officers and from submarine drafting before any draft order is written.

So if you do receive an unexpected or even unwanted draft to submarines don't despair — when you get there, you will almost certainly like the life. Few of the non-volunteers elect to revert to General Service after completing their five years of compulsory draft.

Submarines are a challenge and are not for the faint hearted, but do not forget that everyone in submarines was once new to it themselves. You will find that the older hands will appreciate your problems. All you have to do is to pull your weight and you, too, can enjoy the life like thousands before you.

Generosity to Africa Lodge

Sailors' generosity has resulted in £2,500 being received in response to the appeal for funds for the R.N. and R.M. Children's Home, Waterlooville (Africa Lodge).

The Chairman of the Home (Commodore George Hayne) told Navy News: "It is a wonderful result — and 150 per cent more than the target figure."

"I am most touched and grateful, and would like all who have helped to know how welcome the money is at this time. The need for income is a continuing problem, and it is encouraging that so many others share our determination to keep the home going."

The largest single sums were £250 each from H.M.S. Mercury and H.M.S. Nelson, with one "special" minehunter sending £121.45.

FILMS FOR THE FLEET

Spy Navy!

CLYDE SAILORS IN BOND EPIC

Sailors at the Clyde Submarine Base, Faslane, will be appearing in the new James Bond film "The Spy Who Loved Me," which stars Roger Moore as agent 007.

They volunteered as extras during their off-duty time while the film company was shooting at the Base.

Special permission was given to Eon Productions to shoot scenes at Faslane showing James Bond in his role as a naval commander against a submarine background.

"The Spy Who Loved Me" is the story of a villainous organization which devises a means of tracking nuclear submarines, forces British and Russian Polaris-type submarines to the surface and "swallows" them into the hull of a supertanker.

Crewed by "baddies," the two SSBNs are sent out to threaten the world — but James Bond goes to the rescue in a nuclear-powered hunter-killer submarine.

Eon Productions have gone to great lengths to achieve accuracy. A submarine control room has been constructed with exact attention to detail.

FEARLESS ROLE

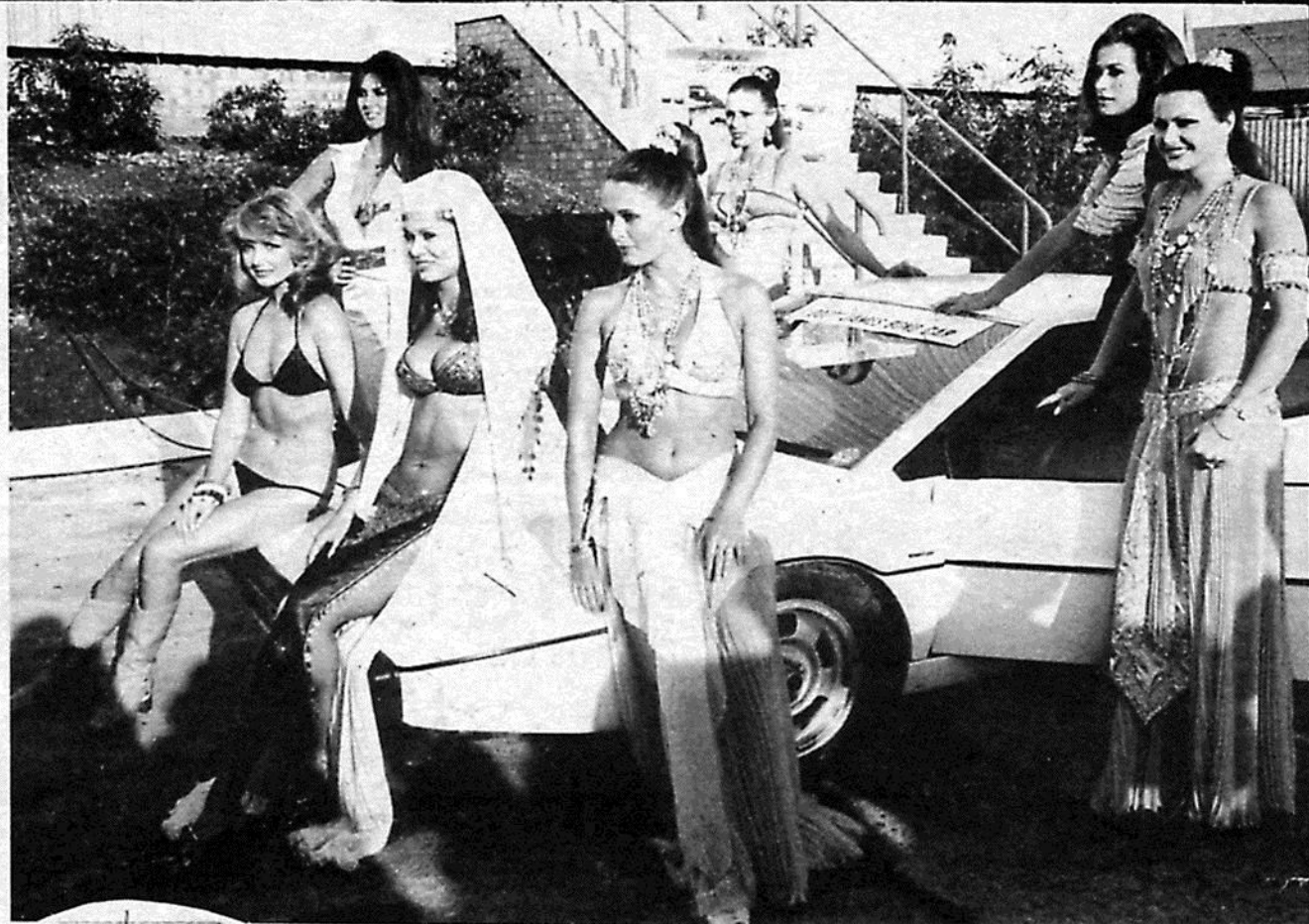
H.M.S. Fearless has also been involved in the making of the film. A film crew from Eon Productions were guests on board the assault ship off Malta to shoot the final scenes.

The ship helped build a floating escape capsule which was launched by curious members of the ship's company in the floating dock. A ship's diver, POCEL John O'Neill, was lowered from the 15-ton crane to assemble the mock aerial on top of the capsule.

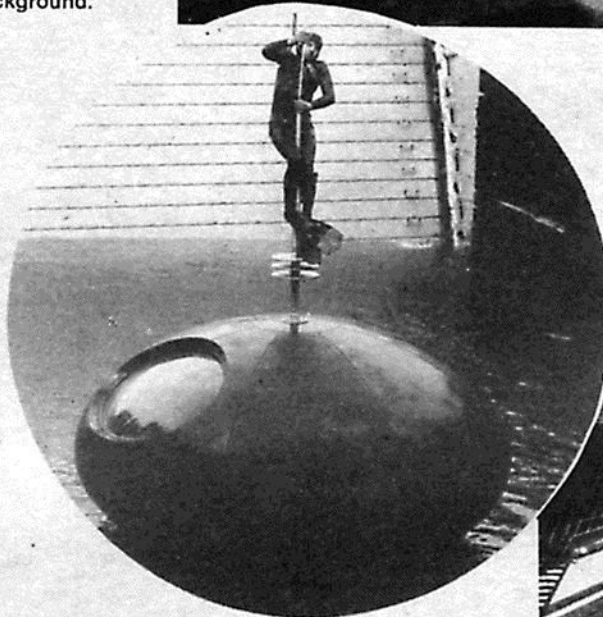
The capsule was allowed to float astern and was then recovered into the dock to simulate the "swallowing-up" of Bond and his inevitable lady-friend — in the capsule — by the Fearless.

At Pinewood Studios the biggest stage in the world has been constructed as a film set. It shows the inside of the supertanker in which are berthed three nuclear submarines which are built to five eighths scale. They look just like the real thing.

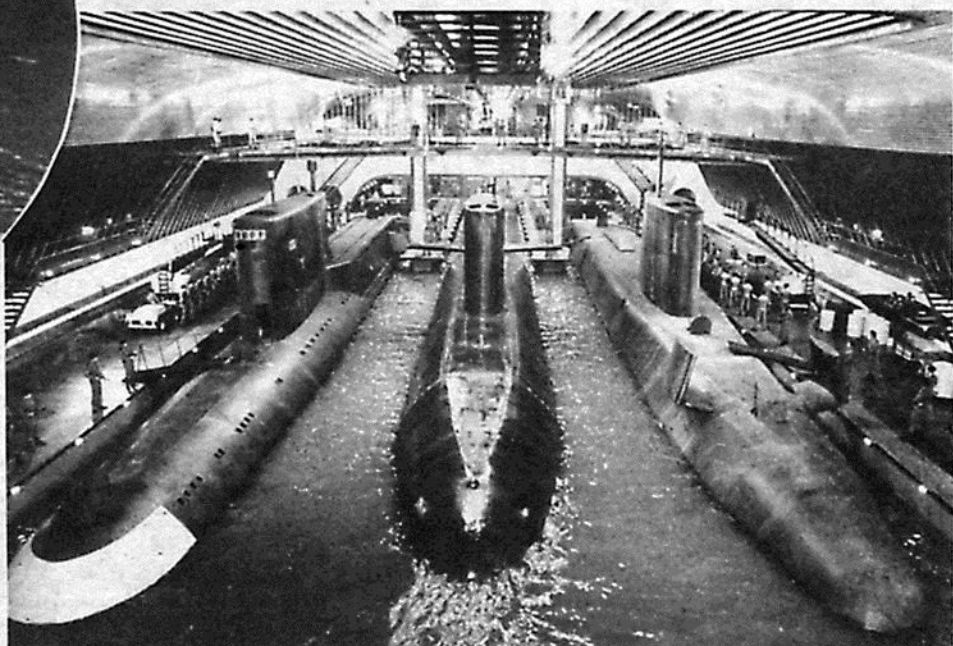
"The Spy Who Loved Me" is expected to have its premier in July, 1977. Apart from the nautical flavour there will also be the usual host of Bond girls to interest the Fleet.



Above: Gorgeous girls from "The Spy Who Loved Me" with the Bond car — which turns into a submarine. Left: POCEL John O'Neill, winched down from a crane, assembles an aerial on the Bond escape capsule in the Fearless's floating dock.



Scale models of Russian, British and American nuclear submarines on the set at Pinewood.



Lucky break!

CPO Alan Jones was one of 60 snooker players from ten clubs who played against Rex Williams and Fred Davies during their ten-day tour of the West Country sponsored by Watneys. Playing against Fred Davies in the Senior Rates' Mess, H.M.S. Drake, Devonport, Alan scored 36 — the highest individual score of the tour.

It turned out to be a lucky break for Alan, who won a trip to London to meet Miss World contestants at the Beefeater Restaurant. He is pictured here with Miss Mauritius (Ann Lise-Lesur) and Miss Switzerland (Ruth Crottet).

LATEST RELEASES FROM R.N.F.C.

Here are the latest releases to the Fleet by the Royal Naval Film Corporation:

Family Plot (A) — Karen Black, Bruce Dern. This Alfred Hitchcock film, a light comedy adventure taken from the novel "The Rainbird Pattern" by Victor Canning, is full of surprises and deceptions. No. 438. CIC.

Lepke (X) — Tony Curtis, Anjanette Comer. Based on real events in the 1920s, this thriller portrays a gangster from his deprived youth to his macabre death in a State prison. No. 439. Columbia-Warner.

Innocents with Dirty Hands (AA) — Romy Schneider, Rod Steiger. A young wife entices her lover to murder her wealthy husband only to find that she has been left penniless. No. 440. Fox-Rank.

The Gumball Rally (A) — Michael Sarrazin, Norman Burton. An unofficial and comic car rally when the contestants ignore all restrictions and drive up to 180 m.p.h. No. 441. Columbia-Warner.

Ode to Billy Joe (AA) — Robby Benson, Glynnis O'Connor. Story of two young lovers and the events leading up to the day Billy Joe jumps off the Tallahatchie Bridge.

The Missouri Breaks (AA) — Marlon Brando, Jack Nicholson. Western in which a hired gun is commissioned by a wealthy landowner to break up the activities of a gang of horse thieves. No. 443. United Artists.



UNIQUE CONTRIBUTION TO SEA-BIRD ORNITHOLOGY

The Royal Naval Birdwatching Society has over the last 30 years done rather more than propagate a pleasant and rewarding hobby. It has been uniquely placed to make an important contribution to world sea-bird ornithology. From the North Pole to Antarctica, members of the

R.N.B.W.S. on the decks of the Royal Navy, ocean weather vessels, trawlers, special survey and hydrographic ships, and the Merchant Navy, have recorded and photographed a mass of previously unknown detail about the habits and distribution of

sea-birds at sea. Much of this information is to appear soon in a book entitled "A Field Guide to the Sea-birds of the World" by Captain G. S. Tuck, R.N. (ret'd.), for 27 years chairman of the R.N.B.W.S. and editor of its annual magazine and quarterly

bulletins. Captain Tuck, retired in 1952, now lives in Chichester, Sussex, where for 18 years he has painstakingly charted and plotted every sighting reported to him by members of the society at sea.

He told Navy News the field guide was "due entirely to the work of our members over the years."

The book is to be published by Collins, and will fall into two sections. The first part will describe in narrative form the sea-birds to be seen, in order of appearance, on any of 25 main ocean routes of the world. Part two will give full text descriptions of each bird, with colour illustrations by Herman Heinzel.

"A Field Guide to the Seabirds of the World" is due out in February or March.

Pleasures of birdwatching

by
Cdr.
Mike Harris
(commanding
officer
of H.M.S.
Sovereign)

The bridge of a modern submarine is small and has a limited appeal if one spends eight hours a day there for lengthy periods of one's life, surrounded by an empty sea.

A few years ago, while considering this fact one afternoon in the Irish Sea, my watch was suddenly enlivened by a clattering of rapidly beating wings from close astern. Looking round, I was able to watch the final stages of a perfect approach

and landing executed by a black and white bird.

This bird touched down with a thump on top of the fin, about two feet from me, at shoulder level. It seemed to be a very large bird, about the size of a duck, and it had a very nasty looking beak held at an aggressive angle. Subsequently I discovered it was a Razorbill — a most appropriate name!

Anyway, it was clear that "Fred," as he was soon to be called, had a black oil patch on his chest and that, not feeling well, he had landed on us — "any port in a storm."

HEAVY GLOVES

After some discussion, the Outside ERA, armed with a pair of heavy gloves, was persuaded to put Fred in a box and take him below. To our surprise, Fred offered no resistance and soon made himself at home in the ERA's Mess, where he never used his beak in anger, confining himself to a dog-like growl when being removed from his favourite perch on the mess table.

The arrival of Fred made me realize that seagulls were not the only birds to be seen at sea, and to satisfy my curiosity, I bought a small book on sea-birds and joined the Royal Naval Birdwatching Society.

The R.N.B.W.S. is open to anyone in the RN (and the Merchant Navy, fishing fleets, Ocean Weather Service and oil rigs). It can help out with advice on such things as how to clean oiled birds and to whom to report the odd racing pigeon that lands on board.

BIRD REPORTS

Beyond that, it hopes that members will report birds sighted at sea (land-birds included) as every bit of information helps build up a picture of the distribution of birds and their migratory movements.

The Society also sends its members quarterly bulletins, sea passage report forms for use at sea, and its annual magazine "Sea Swallow," which is illustrated with members' photographs, and has all sorts of articles and snippets about seabirds.

Reports in the magazine have included the case of a pair of migrating swallows found doing something else in the Captain's Cabin one afternoon; and the Merchant Ship master who wrote in to say that his Chinese crew were very keen bird-watchers, and even keener bird-eaters!

FRED'S FATE

Apart from Fred (he was cleaned up and then released by the R.S.P.C.A. in Portsmouth, by the way), my most interesting experience to date has been a visit last year to Midway Island, in the central Pacific, where thousands of albatrosses have been nesting in the same spot for centuries.

The advent of an airfield has not disturbed them in the least and they build their nests where they have always built them. The fact that the site may now be someone's front doorstep does not put them off at all; the human inhabitants have to drive or walk round them.

So, if you want to make a dull day at sea a little more interesting, I suggest you write for details to the Honorary Secretary, R.N.B.W.S., Melrose, 23, St David's Road, Southsea, Hants PO5 1HQ.

Cdr. Mike Harris took this picture (above) of Laysan albatrosses nesting beside the airstrip on Midway Island in the central Pacific. Albatrosses have nested there for centuries and return each year to the same patches of ground — whether there are humans present or not!

THE NAVAL CHRISTIAN FELLOWSHIP
links Christians in the Navy throughout the World
1st Floor Office, Above the Bus Station
SOUTH ST., GOSPORT
PO12 1ES
Tel. GOSPORT 83878

"SAVE WITH
THE NSB!"

"THERE'S AN NSB
WHEREVER
YOU GO"

"WE PAY YOU
TO BANK WITH
US!"

"THE NSB GIVES
9% ON AN
INVESTMENT
ACCOUNT!"

NATIONAL SAVINGS BANK
at Post
Offices

"BUZZ ALONG TO
YOUR PAY OFFICE
FOR DETAILS"

This peregrine falcon was photographed by a R.N.B.W.S. member on his ship at sea. Falcons often remain on board for days, only leaving for short periods to catch up to eight petrels a day which are then devoured high up in the ship.



SHIPS OF THE ROYAL NAVY

No 254: H.M.S. Soberton

P.C. 1200!

H.M.S. Soberton, longest serving member of the Fishery Protection Squadron, is a minesweeper with a police record . . . on the credit side, of course.

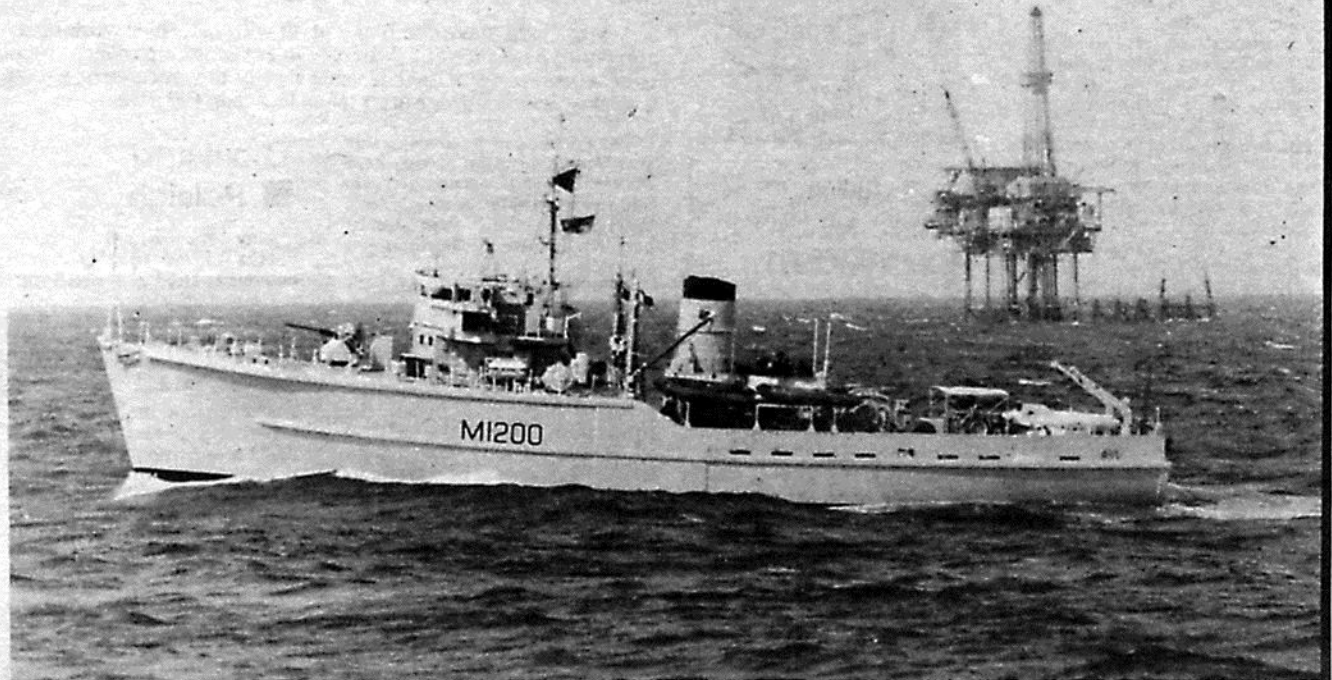
The Rosyth-based squadron — oldest in the Navy, having been founded by Henry VIII — is tasked with policing the British fishery limits and giving help when emergencies arise on the fishing grounds.

The Soberton is proud of her record. Successes on the policing side in the past three years include the bringing to court of the two largest

around the British Isles, providing opportunities to visit many small ports and make contacts outside normal naval circles.

She is the first ship in the Royal Navy to bear the name Soberton, which comes from the Hampshire village to which she is affiliated — taking part in the village carnival has become a popular annual event.

Commanding officer is Lieut. Gordon Richards, who relieved Lieut.-Cdr. Richard Hastilow last month.



Communist Bloc trawlers caught poaching in British waters.

One, the 2,500-ton Russian vessel Dzukiya, was escorted into Plymouth by the Soberton last September after the minesweeper put an armed party on board. The trawler was later fined for illegal fishing off the Isles of Scilly.

The Soberton was launched in 1956 as a member of the Coniston class, equipped to combat influence and contact mines.

Minesweeping is exercised regularly, but most of the year is spent in independent patrols

PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH. Price: 7p each (60p per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.20. Albums to hold 64 Navy News postcards are £1.50 each (including postage).

Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Arethusa, Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Ashanti (1972), Ashanti (1975), Auriga, Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra, Conqueror, Coronna (mod), Coronna (pre-mod), Courageous, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomed, Dreadnought, Duchess, Dundas,

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Endurance,

Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife (pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton (No. 1), Grafton (No. 2), Grenville, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yarrton, Monkton on one postcard), Hubberston, Hydra, Intrepid, Jaguar, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher,

Layburn, Leander, Leopard (mod), Leopard (pre-mod), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Mermaid, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Omeda, Olympus, Owen, Onslaught, Onyx, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe, Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyl, Roebuck, Rorqual, Rothesay, Russell,

Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sirius, Soberton, Sovereign Striker, Stromness, Swiftsure, Taciturn, Talent, Tartar (pre-mod), Tantar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.

FACTS AND FIGURES

Length: 153ft. Beam: 29ft. Draught: 8ft. Displacement: 427 tons. Engines: Twin Napier Deltics producing 300 bhp. Armament: One 40mm Bofors. Speed: 16 knots. Complement: Four officers, 31 ratings.

Why Do You Have A Poor Memory?

A FAMOUS international publisher reports that there is a simple technique for acquiring a powerful memory which can pay you real dividends in both business and social advancement. It works like magic to give you added poise, self-confidence and greater popularity.

The details of this method are described in a fascinating book, "Adventures in Memory," sent free on request.

According to this publisher, you need never forget another appointment—ever!

You can learn names, faces, facts, figures and foreign languages faster than you ever thought possible. Whole books and plays will be indelibly imprinted on your memory after a single reading. You'll be more successful in your studies and examinations. At parties and dinners you will never again be at a loss for appropriate words or entertaining stories. In fact, you will be more poised and self-confident in everything you say and do.

To acquaint all readers



Forget facts, figures?

with the easy-to-follow rules for developing skill in remembering, the publishers have printed full details of their interesting self-training method in a fascinating book, "Adventures in Memory," sent free on request. No obligation. No salesman will call. Just fill in and return the coupon on Page 26 (you don't even need to stamp your envelope), or write to: Memory & Concentration Studies (Dept. NYM4), FREE-POST, Marple, Stockport

Lakeside peace . . .

Sun rays glint on the still surface of the lake as a lone angler plays patience with the fish . . .

The scene is Southwick Park Lake, where members of the Southwick Park Naval Recreation Centre can take their families to walk, picnic, or just fish.

There is an ample stock available. Recently 12lb. carp have been captured and competition individual catchweights of 60lb. have been recorded.

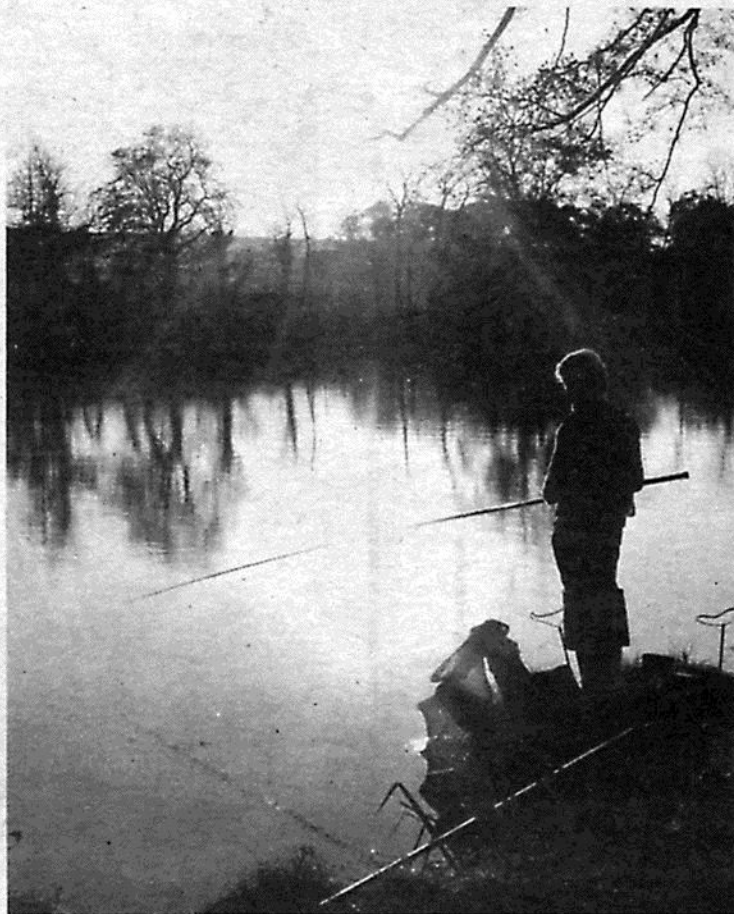
Junior member competitions held last summer proved popular, with two 5lb. 8oz. carp caught during one match — one by Michael Ellis, son of CPO Ellis of H.M.S. Dryad.

Other species in the lake and River Wallington, which supplies the lake, include roach, rudd, bream, perch, tench and eels, all of which are taken on conventional baits of bread, maggots, sweetcorn and worms.

Fishing on the lake is controlled by the 300-member Portsmouth R.N. and R.N. Coarse Angling Association. Angling membership is open to all serving and former members of the R.N. and R.M. and their families on application to CPO Broad, H.M.S. Collingwood, Fareham, Hants.

Day permits to fish the lake are available to S.P.N.R.C. members from the Country Club bar steward. Fishing may take place round the clock, there is no shortage of swims, and up to 80 rods may fish at a time. Security patrols visit the lake all hours of the day and night.

For wildfowl lovers the S.P.N.R.C. has a lot to offer. Regular visitors to the lake include many breeds of duck and the occasional geese sheltering from storms. Swans, shelduck and kingfishers nest on the lake and occasionally ornamental birds from private estates pay a visit.



Former Mech John Wakefield — a dedicated match angler who works at H.M.S. Collingwood and represents his establishment at competitions all over the country.

Picture: LA(Phot) D. O'Toole.

The 'idle' poor

Figures released and splashed across the news headlines bring a great sense of disgust, indignation and anger to my frustrated mind.

It would appear that on my present rate of pay, I can class myself now as part of the country's "idle" poor. The Department of Health and Social Security confirm that a man who formerly earned slightly better than my rate of pay, and like me has a wife and two children to support, is now, with tax relief, rate and rent rebates, etc., equally well off on the dole as in employment.

What is this welfare state coming to?

A Service man suffers a great deal of turbulence and protracted separation from his family. These points, plus a high measure of self-discipline and responsibility need greater consideration than is at present appreciated.

J. A. Lallyette (OEM1)
H.M.S. Collingwood

At one time it could be argued that a Service man enjoyed security, so that he did not have the worry of redundancy and unemployment. Where is the worry now, if more money comes in from the welfare state than from work?

However, every man worth his salt who has ever experienced unemployment knows that it is a "killer" to the physical and mental state.

MOST people, it is still said, would rather work, and if this is the case then society protects the family from a penury which is no fault of their own.

All the same, a great many people are at least uneasy, if not outright enraged, by aspects of the welfare state.
— Editor.

Navy News LETTERS TO THE EDITOR

BARHAM BLOCK,
H.M.S. NELSON,
PORTSMOUTH,
PO1 3HH

Mouth organ bands

Reading reminiscences about old ships of the Navy prompts me to inquire if there are ten-a-penny mouth organ (not harmonica) bands in ships today.

Maybe they have gone the way of many other things we knew. I vividly remember the mouth organ band of which I was a member in H.M.S. Adventure on the China Station 40 years ago. A very good band it was too, and we were in great demand at functions ashore at places like Shanghai, Hong Kong and Singapore. You name it, we played there.

No cocktail party on board was complete without us and we played selections from the classics and the songs of the day. I remember we did a particularly nifty rendering of "Parlez moi d'amour."

E. H. Frowen
Chepstow,
Gwent

£15,000 instead of a pension?

Most men leave the Navy at 40 with half their working lives in front of them. They enter a competitive rat race at a difficult age as far as employment is concerned and the situation appears to be worsening. For their 22 years service they receive on average around £5,000 in hard cash, plus a weekly pension which after tax is less than £20 a week.

The splitting of finances in this way leaves a person neither here nor there — £5,000 is no great sum and in most cases hardly clears a mortgage, while the weekly pension is rapidly becoming a pittance.

If a man lives until 65 after leaving the Service, this means he draws a pension for 25 years, totalling around £25,000, a formidable amount of public money.

Why cannot a choice be introduced offering the existing £5,000 plus, say, £10,000 gratuity at 40 with no weekly pension rights at all? This would be a complete pay-off, saving on average £10,000 on every Serviceman who chooses this option.

The sum of £15,000 is a much more agreeable one with which to face the big wide world, enabling the mortgage to be cleared with a reasonable amount over.

Perhaps the reason is we are considered incapable of coping with such a sum and would all die of alcoholic poisoning within a short time. Laughable, yes, but the sort of archaic thinking we still have to cope with.

We are mature citizens who in 95 per cent. of cases cope with our family economy and responsibilities quite adequately.

Such a financial windfall would be a blessing and sort out many problems at the difficult changeover period of a Serviceman's life.

PO Elec.
H.M.S. Collingwood.

Thanks to Raleigh

May we extend sincere thanks to the training commander at H.M.S. Raleigh for the hospitality shown to parents who attended the passing-out ceremony in November. Everyone there felt welcome and at ease.

The standard of training achieved was most impressive and I know many parents will be delighted with the results.

Cyril and Doreen Bright
Selston,
Nottingham

Neater, Clearer, Shorter

Drafty's Corner (November) gives two different official terms which abbreviate into the initials NCS — Non Continuous Service and Naval Control of Shipping.

Less official, but perhaps of greater general impact on the Royal Navy and Royal Marines, is the Naval Canteen Service of Naafi, also abbreviated as NCS.

G. J. Chambers
Captain, R.N.
Naval Director, Naafi
London

Royal Navy's hotel

The suggestion in a letter that messes in Royal Navy barracks be used as a venue for ex-R.N. personnel to spend their annual holidays saddens me inasmuch as there is a hotel at Weymouth exclusively for serving and ex-serving members of the Royal Navy.

The Hotel for the Royal

Navy is a natural rendezvous for personnel who wish to meet "old ships" and natter about old times.

The purchase and endowment of the hotel was made possible by a generous gift in 1948 to King George's Fund for Sailors by the people of Natal, South Africa, and is managed by the British Sailors' Society.

It is open to serving officers and ratings of the R.N., R.M., and W.R.N.S. and their families, and to ex-Service officers, ratings and their families. Subject to suitable accommodation being available, wives, accompanied children and parents of serving and ex-R.N., R.M. and W.R.N.S. may also use the hotel.

It is the aim of the management and staff to create a family atmosphere coupled with a first-class service. Our tariffs are low but our standard of comfort and cleanliness are high.

G. Ashton-Rickardt
Resident Manager
Hotel for the Royal Navy,
Greenhill,
Weymouth, Dorset.

Continual 'Rain'!

When B.B.C. Television recently showed the film "Singing in the Rain" again, it would have brought back many memories to those serving in H.M.S. Cossack in the Far East from 1951-54 with 8th D.F.

Ten times in two-and-a-half years we drew that film. In the end we were all word-perfect.

J. F. Price
Ex-LS
St Albans,
Herts

DUTY FREES

In these days of cost consciousness and the need to be frugal with equipment, consideration should be given to abolishing the privilege of duty-free cigarettes and tobacco to those serving ashore and serving in ships alongside in H.M. dockyards.

The loss of revenue to the country is considerable and the extra cleaning needed adds to the wastage of man-hours.

Could not the allowance be cut to 300 cigarettes, or tobacco, per man per month to only those who are serving on ships which are actually at sea?

J. D. Cherrett
PO
H.M.S. Andromeda

Memories of Malcolm

How nice to read in the November issue the belated but sincere thanks of one Pongo picked up at Dunkirk by H.M.S. Malcolm.

As an ex-Malcolm I for one have never forgotten those days and still remember with pride the spirit and bearing of those men after the battering they had taken.

I remember one rather bedraggled "Sergeant Pongo" asking me just as we were casting off, "Room for two more?" We were already about three feet from the jetty when a shell burst quite near. The question did not need an answer and both men cleared the gap. I don't remember their names but they were Warwicks.

Yes, we did go back several times after that, but I still thought myself better off than those blokes left behind. I served in the Malcolm for a few years more and I believe she finished up across the boom of some North African port.

L.W.
Southtown,
Great Yarmouth

Louis Clothes are the height of fashion

Representatives visit all principal ports

Louis also fly reps to meet many ships in the Royal Navy, worldwide

Louis
INTERNATIONAL
MENSWEAR

Be on the best of terms
9 MONTHS CREDIT

PORTSMOUTH • PLYMOUTH • DEVONPORT

Superb commissions

Mrs. Ghilleen Ramsay, wife of the commanding officer of H.M.S. Superb (Cdr. David Ramsay), cuts the nuclear-powered submarine's commissioning cake with the boat's youngest rating during the commissioning ceremony at Barrow-in-Furness.

The Superb, pictured below with a Sea King helicopter during contractors' sea trials, later left Barrow to join the Second Submarine Squadron. The eleventh "nuke" to be completed by Vickers Shipbuilding Group, she is the ninth British warship to bear the name.



Parts others cannot reach!

Congratulations and many thanks for the excellent article "Getting Away From it All" (December issue).

The feature has had a splendid effect in producing potential volunteer subjects for our 1977 series of trials — it is obvious that Navy News reaches the parts that other publications cannot reach! We are indeed grateful to

Navy News for helping us to "get the message across" to those willing to volunteer as subjects. We have research facilities in the Environmental Medicine Unit which are second to none, but all would be as nought without our volunteers.

Our research is important, and the results have wide-ranging effects throughout the Fleet.

J. A. Thom
(Surg. Commander, R.N.)
Senior Medical Officer,
Environmental Medicine Unit

Kingfisher

■ comparison

From your article on H.M.S. Kingfisher (November), she certainly appears to be a well-appointed ship with her three sets of bathrooms, separate recreation spaces and laundry — a vast improvement on her predecessors.

A comparison with a similar vessel, the German E boat — originally built in 1933 — is quite enlightening. For instance:

Bird class: 190 tons displacement, 124ft. long, max speed 21 knots, 23 crew, one Bofors and two light machine guns. E Boat: 78 tons displacement, 106ft. long, max speed 35 knots, 18 crew, one Bofors, two light machine guns, four torpedoes and six depth charges.

So the Bird is heavier, therefore requiring more power and presumably more fuel. She is also taller, longer and slower, therefore more easily seen and considerably easier to hit. A larger crew makes her more costly to run and she is much more lightly armed.

With regard to the article on warrant officers, I agree the situation is indeed a puzzle. Virtually everyone in the realm, particularly employers, know what a warrant officer is. Very few outside naval circles have even heard of the term Fleet Chief, much less understand it.

J. Hasney
Warrant Officer

R.N. Detachment,
R.A.F. Lossiemouth

Drop keel

■ drama

So few people in and out of the Navy realise that there were boys in submarines as far back as 1922 and it was interesting to read ex-CPO Vann's happy memories of those days (November issue). With two pals who had volunteered from H.M.S. Yarmouth, I was drafted to Dolphin on August 22, 1922.

Later I was drafted to M1 (the one with a 12-inch gun). Once, when we proceeded to dive, a cascade of water started pouring in before we reached periscope depth (don't ask me how or where from). The captain said, "Let go — drop keel — belay that," but the PO stationed on the release wheel said, "Too late, sir, the b — has gone."

After the court of inquiry we went to sea minus our 10-ton drop keel for our 12-inch full calibre shoot, but a failure in the tele-motor system caused the gun to be fired with the tampion in. No casualties — no gun — and no drop keel.

G. J. W. Springett,
Ex-CPO TC

Portsmouth

Submarine

■ guns

In your November issue C. D. Calder says that if his memory serves him right, only two ships in the Navy had 5.5-inch guns. But is he correct? What guns did Submarine X1 have?

G. Oliver
Ex-chief stoker

Leigh-on-Sea,
Southend, Essex



ROAD SAFETY — IS TAKING TIME!

MORE LETTERS

'BAN ALCOHOL FROM SHIPS'

The article on the problem of drinking, contained in the December issue, is more than timely. It is only shown clearly when the naval man is seen against a civil background.

Most returners to civil life are more than effectively hooked on the two socially-acceptable drugs, alcohol and nicotine, from which few are able to escape since their body functions need to be topped up regularly with quantities of these drugs.

To meet a naval family when the husband is in his latter service period is to see a still pretty wife with the children which she has carried the burden of rearing, with sadly, a podgy balding figure sucking his fag as a baby would his comforter.

I have often looked at this shambles of a man and thought quietly, "What on earth made that woman marry that mess?"

Whether it be the plentiful drunks of the Ark Royal's lower deck youth or the preening sub-lieutenant having the cheap-priced spirits of the wardroom bar, there is no difference since they are not just potential alcoholics, they are certainties.

Cheap drink in the wardroom or beer in the messes have no place in a fighting ship of most of the world's marine forces. It is more than high time that the Ministry of Defence put alcohol on the dockside where it belongs.

As I have lived in a naval town all my life, served a lengthy period in the R.N. and witness so often in my work the long-term effects which your article makes plain, I felt I must write in support.

Lionel H. C. Searle

Rochester, Kent

Civilian firms would not be so keen to recruit ex-naval men if the picture was as totally black as painted by this correspondent.

However, in this national problem of drinking too much, espe-

cially among the young, the naval Management are initiating a spread of "drink sensibly" advice and guidance.

Should alcohol be banned afloat? Prohibition has a history of creating more problems than it solves, and it is believed in the Service that a better solution lies in encouraging personal responsibility. — Editor.

Light

■ duties!

The front-page picture of "getting fell in with dad" on board H.M.S. Falmouth (November) was charming. I have no idea what the sailor in the background was engaged on, but it gave me a "flashback" to 1933.

Newly-commissioned H.M.S. Queen Elizabeth was at Golfe Juan, near Cap d'Antibes on the French Riviera, and was determined to uphold her reputation as Fleet flagship — and a tidily ship to boot.

Dusk was approaching on our first evening at anchor and the duty leading seaman (LTO) arrived on the quarterdeck with a basketful of electric bulbs to illuminate the well-holystoned and prestigious gangway. The quarter-master called to one of the side-boys, "Here, lad, lend him a hand and get all these over the side."

The innocent youngster willingly took the basket... and tipped its contents into the drink. I wonder if he ever thinks of it now. His name was Sothcott.

Lewis F. Waters
ex-CPO Writer

Chatham

Why no

■ Edinburgh?

Returning to this country to retire, I was excited when I opened Navy News and read the heading "Edinburgh reunion."

I commissioned the Edinburgh from the stocks in 1939 as a writer and was aboard her during patrols around the north of Norway, but left her before she saw service on Russian convoys.

How strange that no other ship since 1939 has borne the name Edinburgh.

B. D. Harvieson,
Ex-CPO Writer
Millbrook, Cornwall

HELP!

The W.R.N.S. of H.M.S. Claverhouse, "maidens so good and so fair," seem to have been left out of invitations round Edinburgh way, and they have written to Navy News gently suggesting that "mess pressies might take note and give them a ring."

Their note is in verse, and although the poetry is terrible, the enthusiasm is in little doubt. The phone number is 031 552 2109.

Good luck girls!



Doves motoring service for the Services

A professional service. Experience where it counts. All you need in new or used cars. For Personal Export Scheme, Insurance and Hire Purchase you won't do better than through us.

Most makes can be supplied at preferential terms with credit facilities through us or NAAFI. All cars carry a full year's guarantee.

So get in touch. The Dove Service for the Services. Run by ex-servicemen.

Post the coupon today or write and tell us your requirement.

To:- Lieut. Colonel J. H. Walters, O.B.E.
Services Liaison Executive,
THE DOVE GROUP
White Rose Lane, Woking, Surrey.
Telephone: Woking 4515

Name _____
Address _____

RN ☐ Home ☐ Export ☐

Doves look forward... to serving you

BLAKE'S LINK



Members of the ship's company of H.M.S. Blake have become do-it-yourself experts during their current refit, thanks to their practical involvement with Age Concern. The ship has adopted the Fifth Street Day Centre for Portsmouth's elderly, and during a visit the commanding officer, Capt. D. M. Eckersley-Maslin, presented a signed photograph of the ship to the centre's Supervisor, Mrs. Mary Chalk.

More Blake news: Members of the ship's company took part in a joint adventurous training exped. to North Wales with members of the Ship Maintenance Authority and the staff of CINCPACVHOM. The exped. was based at the Army Training Camp at Capel Curig.



Modern 'mothball' treatment for the Intrepid

One of the Royal Navy's two assault ships, H.M.S. Intrepid, is now in a state of "preservation by operation," the latest method of keeping a ship in mothballs. Laid down in December, 1962, she was launched in June, 1964, and first commissioned in March, 1967.

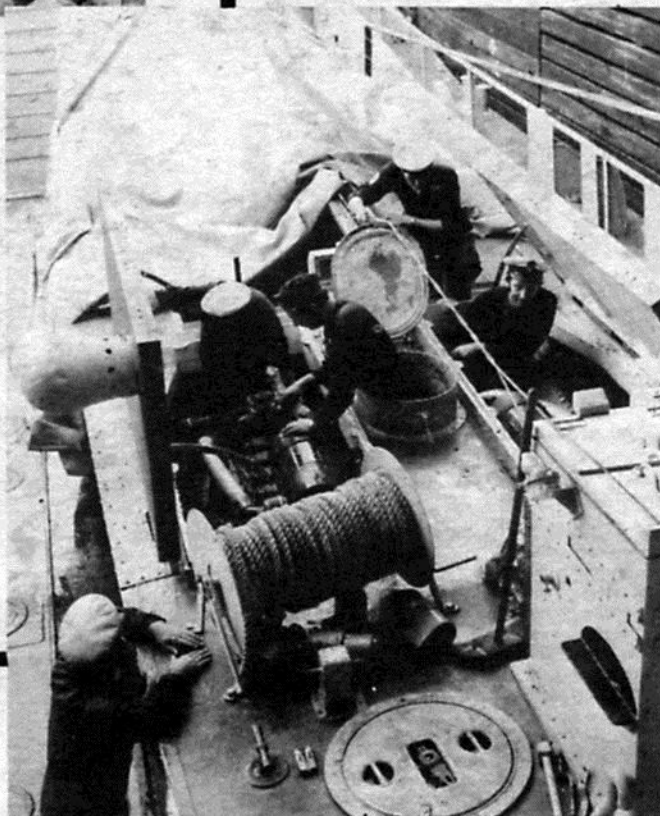
A skeleton crew of about 86 will look after the ship and operate much of her machinery on a regular basis. Should the need arise, a comprehensive bring-forward plan will reactivate the ship in 30 days. Members of the ship's company are

accommodated in H.M.S. Nelson.

After a period in dry dock in November the Intrepid took up her permanent berth alongside H.M.S. Bulwark in No. 3 Basin, Portsmouth Naval Base. She is due for a refit in 1978 and is expected to relieve her sister ship, H.M.S. Fearless, as the Dartmouth Training Ship in 1979.

Above: One of the heaviest tasks undertaken by the ship's company when H.M.S. Intrepid entered dry dock was ranging the cable for the dockyard survey. The four lads pictured here enthusiastically putting their backs into the job are AB Parker, LAM Harper, AB Johnson, and AB Splers. For the record, the Intrepid's port and starboard cables weigh a total of 63 tons and her anchors each weigh five tons.

Right: The Intrepid carries four personnel landing craft (LCVPs) and four tank landing craft (LCMs), each of which has two engines. A team spent about a week preserving each of the craft before pulling the covers over them.



Anne (17), 5ft. 8in., single, blonde hair, green eyes, Southampton.
Annette (16), 5ft. 2in., single, brown hair, brown eyes, Bristol.
Babs (42), 5ft. 6in., divorced, brown hair, brown eyes, Leicester.
Barbara (48), widow, brown hair, grey-green eyes, plump, London.
Barbara (49), 5ft. 2in., divorced, brown hair, brown eyes, Dartmouth.
Betty (22), 5ft. 2in., separated, brown hair, hazel eyes, Portsmouth.
Beverley (16), 5ft. 4in., single, brown hair, blue eyes, Guildford.
Carol (16), 5ft. 4in., single, blonde hair, blue eyes, Bristol.
Dee (16), 5ft. 6in., single, blonde hair, hazel eyes, Bristol.
Cheryl (16), 5ft., single, brown hair, blue eyes, Port Talbot.

Christine (27), 5ft. 2in., separated, blonde hair, blue eyes, two children, Wrexham.
Christine (16), 5ft. 4in., single, brown hair, brown eyes, Gillingham.
Connie (17), 5ft. 8in., single, blonde hair, blue eyes, slim, Watford.
Dawn (15), 5ft. 3in., single, brown hair, hazel eyes, Shipley.
Deborah (15), 5ft. 3in., single, brown hair, green eyes, Chelmsford.
Dee (29), 5ft. 4in., single, auburn hair, blue eyes, slim, Blackpool.
Dorothy (41), 5ft., divorced, dark hair, brown eyes, one son (11), Portsmouth.
Eileen (37), 5ft. 10in., divorced, brown hair, grey-green eyes, two daughters, Milton Keynes.
Hazel (15), 5ft. 3in., single, blonde hair, grey eyes, Southampton.

Iris (35), 4ft. 11in., single, brown hair, hazel eyes, one son (4), Highbridge.
June (15), 5ft. 4in., single, brown hair, New Malden.
Jane (16), 5ft. 3in., single, blonde hair, New Malden.
Janice (15), 5ft. 8in., single, brown hair, New Malden.
Janet (23), single, fair hair, blue eyes, slim, Wimbledon.
Jenny (34), 5ft. 5in., divorce pending, fair hair, blue-grey eyes, two children, Redruth.
Joan (29), 5ft. 6in., single, fair hair, green eyes, Gateshead.
Josephine (32), 5ft. 5in., single, brown hair, hazel eyes, London.
Joy-Claire (27), 5ft. 3in., single, brown hair, brown eyes, Bristol.
June (17), 5ft. 2in., single, brown hair, brown eyes, Liverpool.
Karen (16), 5ft. 6in., single, fair hair, blue eyes, Ipswich.
Karin (16), 5ft. 5in., single, blonde hair, green-blue eyes, Bristol.
Kimberley (15), 5ft. 3in., single, brown hair, brown eyes, Chelmsford.
Lee (46), 4ft. 11in., divorced, fair hair, blue eyes, Southland, New Zealand.
Linda (25), 5ft. 4in., single, blonde hair, Bristol.
Linda (21), 5ft. 4in., single, brown hair, brown eyes, Epping.
Liz (16), 5ft. 2in., single, brown hair, brown eyes, Coventry.
Liz (16), 5ft. 6in., single, brunette, grey-green eyes, Bristol.
Maureen (40), 5ft. 7in., widow, brown hair, blue eyes, slim, one son (9), London.
Mandy (16), 5ft., single, brown hair, brown eyes, Rainham.
Lorraine (18), 5ft. 1in., unattached, blonde hair, blue eyes, Hartlepool.

Pen Pals

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in an envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt, the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows—

Carolyn (15), 5ft. 5in., single, brown hair, green-blue eyes, Staines.
Susan (19), 5ft. 4in., single, auburn hair, blue-grey eyes, Stockport.

Joyce (48), 5ft. 5in., divorced, brown hair, slim, Liverpool.
Susan (21), 5ft. 1in., single, auburn hair, blue-green eyes, Redcar.
Jack (16), 5ft. 3in., single, blonde hair, blue eyes, Bristol.

Margaret (37), 5ft. 7in., divorced, brown hair, brown eyes, daughter (12), Devonport.

Christine (17), 5ft. 4in., single, blonde hair, green eyes, London.

Lynne (21), 5ft. 4in., single, auburn hair, brown eyes, Shipley.

Julie (15), 5ft. 2in., single, dark hair, green eyes, Swansea.

Denise (23), 5ft. 3in., single, brunette, green eyes, slim, Christchurch, Dorset.

Valerie (27), 5ft. 3in., divorced, brown hair, brown eyes, two children, Fordingbridge.

Janice (22), 5ft. 3in., single, brown hair, blue eyes, Yeovil.

Lynda (19), 5ft. 6in., single, brown hair, brown eyes, New Malden.

Pauline (20), 5ft. 4in., single, fair hair, blue eyes, Cockermouth.

Teresa (15), 5ft. 2in., single, brown hair, green eyes, Watford.

Sue (18), 5ft., single, brunette, brown eyes, Paignton.

Sara (20), 5ft. 2in., single, brown hair, Portsmouth.

Jennifer (27), 5ft. 3in., divorced, blonde, plump, two sons, Lymington.

Margaret (26), 5ft. 3in., single, fair hair, brown eyes, slim, Haverfordwest.

Miss M (16), 5ft. 3in., single, fair hair, Glasgow.

Mary W (17), 5ft. 6in., single, auburn hair, hazel eyes, Coventry.

Mary A (17), 5ft. 3in., single, brown hair, blue eyes, Coventry.

Christine (27), 5ft., single, brown hair, green eyes, Birmingham.

Maggie (19), 5ft. 3in., single, blonde hair, hazel eyes, Bristol.

Lori (21), 5ft. 5in., divorced, brown hair, blue eyes, one daughter (3), York.

Jane (16), 5ft. 4in., single, brown hair, green eyes, Bristol.

Janette (20), 5ft. 1in., single, blonde hair, blue eyes, Colchester.

Brenda (17), 5ft. 6in., single, fair hair, blue eyes, Brighton.

Angela (16), 4ft. 11in., single, brown eyes, brown hair, Taunton.

Julie (19), 5ft. 5in., single, brown hair, brown eyes, Bristol.

Caroline (20), 5ft. 6in., single, brown hair, green-blue eyes, London.

Lorna (15), 5ft. 1in., single, blonde hair, blue eyes, Langport, Somerset.

Tania (25), 5ft. 5in., single, blonde hair, London.

Theresa (20), 5ft. 4in., single, brown hair, Axminster.

June (20), 5ft. 4in., single, black hair, green eyes, Aberdeen.

Mandy (19), 5ft. 6in., single, brown hair, brown eyes, Dunstable.

Jan (38), 5ft. 10in., divorced, black hair, blue eyes, Brighton.

Colleen (19), 5ft. 4in., single, red hair, blue eyes, Shrewsbury.

Yvonne (20), 5ft. 5in., single, brown hair, brown eyes, Aberdeen.

Silvestra (19), 5ft. 4in., single, brown hair, green eyes, Cardiff.

Ann (36), 5ft. 7in., single, blonde hair, grey eyes, Newport, Isle of Wight.

Gwyneth (18), 5ft. 3in., single, black hair, green eyes, Colwyn Bay.

Mo (30), 5ft. 2in., single, blonde hair, brown eyes, Colwyn Bay.

Sue (19), 5ft. 6in., single, fair hair, hazel eyes, Woking.

Brenda (35), 5ft. 4in., separated, brown hair, brown eyes, Portsmouth.

Caroline (17), 5ft. 8in., single, brown hair, Slough.

Ann (30) divorced, brown hair, blue eyes, Colwyn Bay.

Margaret (20), 5ft. 6in., single, brown hair, blue eyes, Colwyn Bay.

Iris (18), 5ft. 4in., single, blonde hair, blue eyes, Colwyn Bay.

Marcia (19), single, brown hair, Newport, Gwent.

Ross (28), 5ft. 3in., single, blonde hair, blue eyes, Kings Lynn.

Pamela (16), 5ft. 1in., single, blonde hair, blue eyes, Basildon.

Bav (16), 4ft. 10in., single, Ipswich.

Violet (48), 4ft. 10in., widow, chestnut brown hair, Birmingham.

Margaret (21), 5ft. 2in., single, brown hair, brown eyes, Liverpool.

Lesley (33), 5ft. 4in., divorced, brown hair, green eyes, slim, three children, Leicester.

Marie (16), 5ft. 5in., single, brown hair, blue-grey eyes, Shotton Colliery.

Rachel (15), 5ft. 4in., single, brown hair, green eyes, Portsmouth.

Stella (29), 5ft. 5in., single, brown hair, green eyes, Canvey Island.

Julie (16), 5ft. 2in., single, brown hair, blue eyes, Honiton.

Tina (31), 5ft. 1in., divorced, blonde hair, brown eyes, two daughters, Wirral.

Carol (15), 4ft. 10in., single, brown hair, hazel eyes, Bristol.

Jacky (15), 5ft. 2in., single, brown hair, blue eyes, Bristol.

Julie (17), 5ft. 4in., single, brown hair, blue eyes, London.

Karen (20), 5ft. 4in., single, brown hair, blue eyes, Swansea.

Freda (23), 5ft. 2in., single, dark hair, blue eyes, slim, Inverurie.

Mrs. E. (38), 5ft. 3in., divorced, fair hair, brown eyes, three children, Stanford-le-Hope.

Adrienne (35), 5ft. 4in., single, brunette, grey eyes, Barrow-in-Furness.

Anne (16), 5ft. 6in., single, blonde hair, blue eyes, Chelmsford.

Ann (28), 5ft. 4in., single, brown hair, green eyes, Bristol.

Bottled in Scotland for the world to enjoy



Royal boys will be boys

Boys will be boys — even if they are crown princes! That was quite obvious to the ship's company of H.M.S. Euryalus, when the frigate visited Copenhagen in company with H.M. ships Aurora, Antelope, and Zulu. Crown Prince Frederick of Denmark, heir to the throne, and his brother Crown Prince Joachim, were welcomed on board by the commanding officer, Cdr. J. C. W. Lock. With them was Major J. Riber, Governor of the Queen's summer palace, with his son, Claus; also the royal chil-

dren's nurse, Else Pederson. After the formal reception the boys were taken on a conducted tour, during which they sat in the captain's chair on the bridge, handled the controls of the Wasp helicopter, clambered over the starboard Bofors, and tucked into tea in the captain's cabin. It's reported, however, that the highlight of their visit came when they were allowed to purchase nutty from the Naafi!



Queen Mother visits 'her' nuke

Resolution recommissions

Queen Elizabeth the Queen Mother shows an expressive interest in the technology of the nuclear-powered Polaris submarine H.M.S. Resolution as she stands at the periscope with Cdr. Hugh Peltor, one of the submarine's commanding officers.

The Queen Mother was guest of honour when the Resolution, which she launched in 1966, recommissioned at Rosyth Naval Base on November 27.

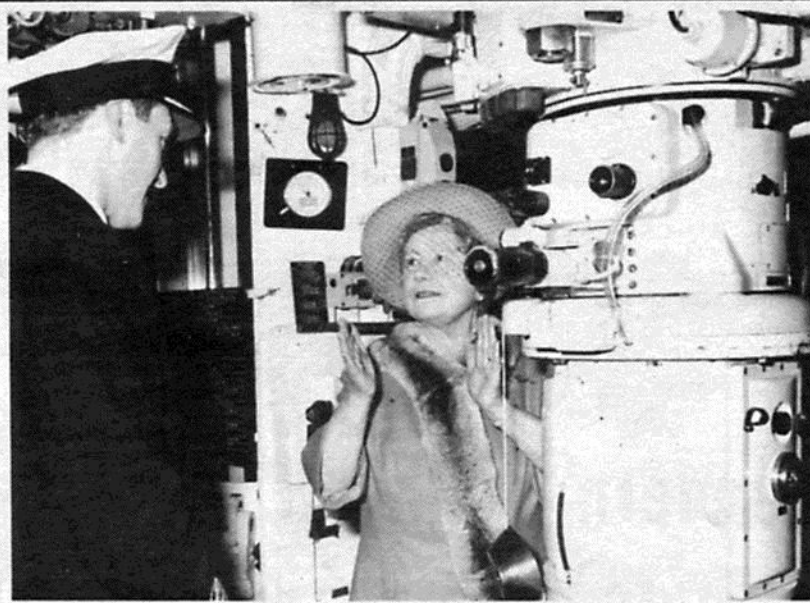
She visited the submarine at Faslane in 1968 shortly before the first United Kingdom Polaris deterrent patrol, and was present at Rosyth for the recommissioning after the submarine's first refit in July, 1971.

DAUNTLESS VISIT

On December 2, the Queen Mother, Commandant-in-Chief of the Women's Royal Naval Service, paid her third visit to H.M.S. Dauntless, the W.R.N.S. new entry establishment near Reading.

After inspecting divisions and taking the salute at a march-past, she toured the establishment and unveiled a portrait by Mr. John Gilroy of Princess Anne in the uniform of Chief Commandant of W.R.N.S.

Her previous visits to H.M.S. Dauntless were in 1948 and 1956.



Some regular drinkers take their own beer mugs or tankards when they pop into a pub for a pint, but sailors from H.M.S. Dundas went one better when they visited the Court House Inn at St Aubin, Jersey. They took a length of rope and a bucket . . .

The idea was to draw water from a well in the old building, in accordance with an ancient deed which requires the water to be kept pure for use in visiting ships.

Master-at-Arms Terry Sully and Seaman Eddie Greenslade carried out the task, assisted by barmaid Nicola Steele. The frigate was anchored in St Aubin's Bay, off St Helier, at the time.

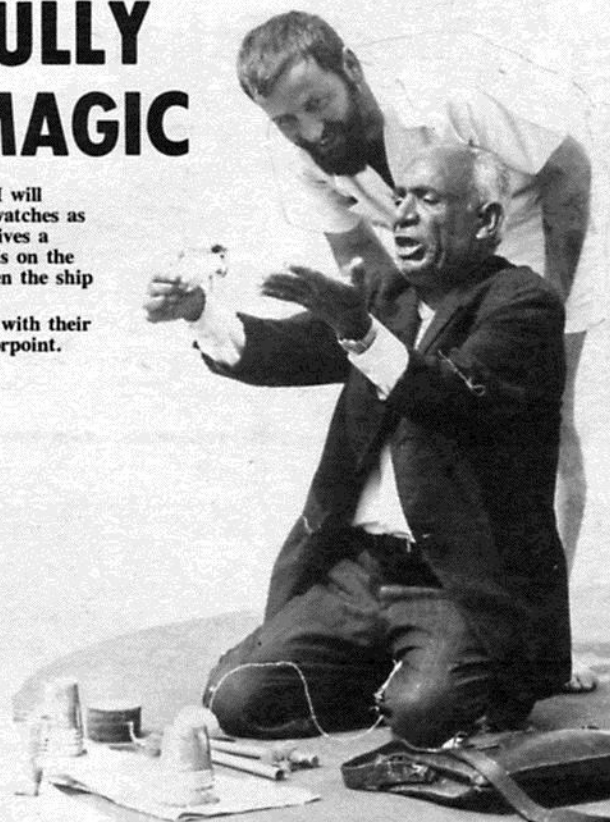
Although not many ships call at the inn for water from the well these days, it is still a source of cool, clear water. An electric pump has been fitted and the well was a popular amenity during the drought of 1975.

Photo: CPO(PHOT) Tony Wilson

GULLY-GULLY MAN'S MAGIC

"From this simple ball of string I will produce . . ." CPO Don Stuart watches as an Egyptian "gully-gully man" gives a demonstration of his magical skills on the flight deck of H.M.S. Hecate when the ship called at Alexandria recently.

Don and his wife, Elizabeth, live with their three children at North Road, Torpoint.



Ark men get close to the ocean wave

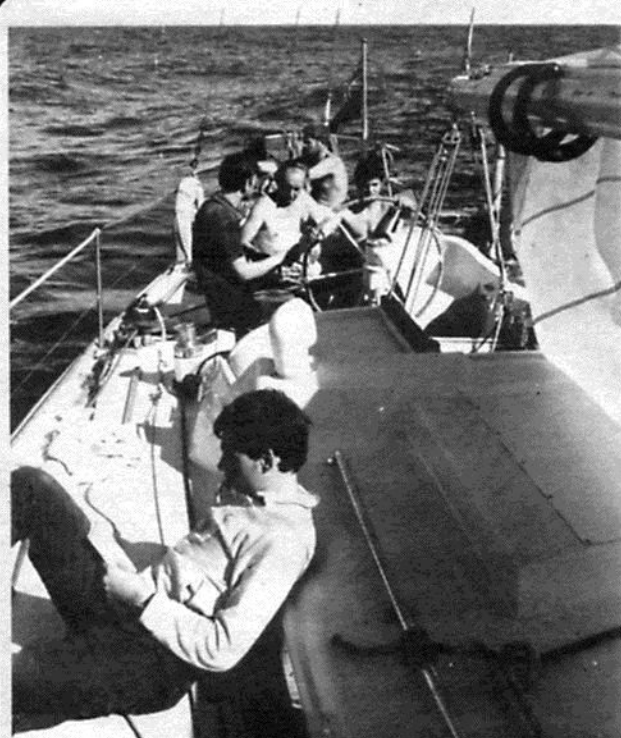
Members of H.M.S. Ark Royal's company got very much closer to the ocean wave than usual when they crewed a yacht from Portsmouth to Toulon and back.

CPO Dave Butcher from the Joint Services Sailing Centre, Hornet, at Gosport, skippered both outward and homeward voyages, for which the crews were changed.

Nine of the Ark's company set sail at the end of September in H.M.S.T.Y. Chaser, one of four Nicholson 55s based at Hornet.

*Fair weather . . . and foul.
The Ark Royal crew of
H.M.S.T.Y. Chaser enjoy
the rough and the smooth
on their passage across
the Bay of Biscay.*

Photo: LA (PHOT) Dick Burnett.



After two days spent working up in the Solent, Chaser headed for Bayona in Spain, reaching the port hours before a Force Nine gale hit the Bay of Biscay. Then it was on to Gibraltar for a day before an exciting final leg to Toulon, where Chaser berthed near H.M.S. Ark Royal.

A new crew of ten from the Ark left Toulon a day after the aircraft carrier had sailed for Plymouth. On the first day out, Chaser ran into a Force Ten gale, but rode it out with ease.

The stay at Gibraltar was increased from one day to four because of mechanical problems on the yacht, and the Bay of Biscay was crossed despite a broken steering mechanism.

FITTER

Seventeen days from Toulon Chaser re-entered Portsmouth Harbour, her Ark Royal crew by now fitter and wiser after their 2,000-mile sea voyage.

H.M.S. Ark Royal is now in refit at Devonport. She is scheduled to emerge from the Dockyard in time to take a leading part in the Queen's Silver Jubilee Review at Spithead on June 28.

VICTORY CLUB HMS NELSON—PRESENTS

DAY	TIME	HAPPENING GROUP	D/J	ADM
THURS. 6th	8 till midnite	DISCO	JOHN THOMPSON	30p
SUND. 9th	8 till 11.30 p.m.	DISCO	RICHARD WOOD	30p
MON. 10th	8 till 11.30 p.m.	GROUP NITE ELLIOT	DAVE POTTER	50p
THURS. 13th	8 till midnite	DANCE NITE JOHNNY OLANDO	JOHN THOMPSON	70p
SUN. 16th	8 till 11.30 p.m.		MICK DAVIS	30p
MON. 17th	8 till 11.30 p.m.	E.M.I. PROMOTIONS GIGGLES	DAVE POTTER	50p
THURS. 20th	8 till midnite	DANCE WITH NOBODIES	JOHN THOMPSON	70p
SUN. 23rd	8 till 11.30 p.m.	DISCO	RICHARD WOOD	30p
MON. 24th	8 till 11.30 p.m.	GROUPNITE MERSEY BEATS	DAVE POTTER	50p
THURS. 27th	8 till midnite	DANCE NITE BLACK LACE	JOHN THOMPSON	50p
SUN. 30th	Lunchtime ent.			
SUN. 30th	8 till 11.30 p.m.	DISCO	MICK DAVIS	30p
MON. 31st	8 till 11.30 p.m.	GROUP NITE CRACKERS	DAVE POTTER	50p

FEB. 77

THURS. 3rd	8 till midnite	DANCE NITE ROCOTTO	JOHN THOMPSON	60p
SUN. 6th	8 till 11.30 p.m.	DISCO	RICHARD WOOD	30p

FILM NITES

Film nites will be on Tuesday and Wednesday of each week

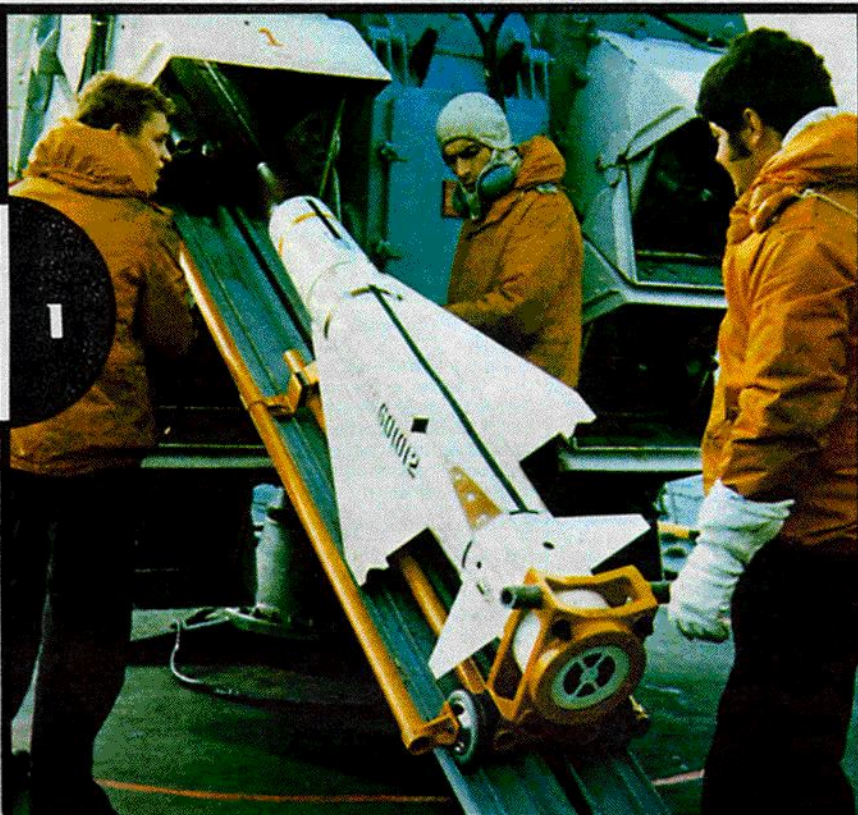
The Seawolf air-defence missile system, which is said to be the only truly naval system of its kind in production in the world, is now undergoing extensive trials in the Leander-class frigate H.M.S. Penelope.

In land trials at the Woomera range, Australia, and at Aberporth in South Wales, Seawolf proved to be incredibly accurate against flying targets, including supersonic Petrel rockets and 4.5in. shells. It has been reported that at least 85 per cent. of the first 60 or so test firings resulted in "hits" for Seawolf.

The system is due to go into service in the Type 22 frigates, the first of which — H.M.S. Broadsword — is being fitted out on the Clyde.

It may replace the Seacat systems in some Leander-class frigates and may also go into some Type 21 frigates.

SEAWOLF



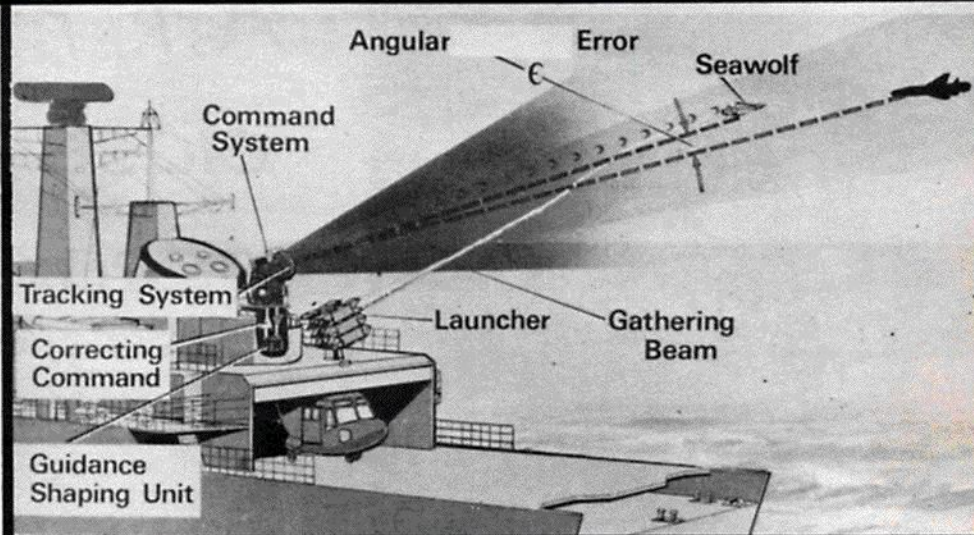
1 Loading: The Seawolf missiles are manually loaded, with mechanical aid, into the six "barrels" on the launcher on board H.M.S. Penelope. These containers protect the missiles from the weather so that the system can remain on full alert for at least 15 months at sea.

2 Launching: One of the launcher's six mouths opens and a Seawolf missile speeds on its way to the target.

3 Tracking: The missile controller's console is manned during an engagement by a rating whose only task, other than monitoring system operation, is to track the target. The missile is automatically guided by the TV system.

The world's largest selling gin.

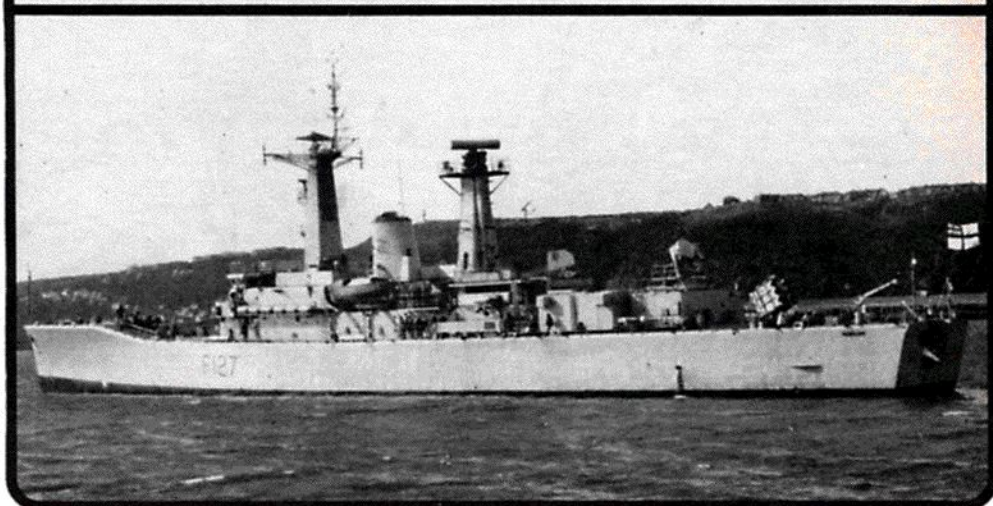
GORDON'S
ESTD 1769
DRY GIN
DISTILLERY
LONDON.
ENGLAND
THE HEART OF A GOOD COCKTAIL



Above: This diagram shows the Seawolf guidance method. Both target and missile are seen within the tracking beam. The angular distance between their lines of sight (E) is automatically measured and used, with the rate of turn of the target sight line, to calculate missile manoeuvre demands. Commands are then transmitted to the missile to guide it to the target.

Below: The Leander-class frigate H.M.S. Penelope, in which the Seawolf close-range anti-missile and anti-aircraft missile system is being tested. The tests are expected to continue until the middle of 1977.

**Pictures by
PO(Phot)
Roger
Smart**



Falmouth busy at Falmouth

H.M.S. Falmouth spent a crowded week at the end of November in the Cornish port after which she is named. Highlight of the visit was a march through the town by 160 of the ship's company to exercise their freedom of the borough.

The visit was the first since Falmouth had conferred its freedom on the anti-submarine frigate in February, 1974.

BAYONETS FIXED

Large crowds enjoyed the spectacle of H.M.S. Falmouth's men marching through their town with swords drawn, colours flying, bayonets fixed and bands playing.

Other activities during the week included visits to the ship by its six affiliated schools, a party on board for children from the town's two orphanages, a Sea Cadet parade on the flight deck, and two "open to visitors" afternoons.

Photo: CPO(PHOT) Paul Yockney



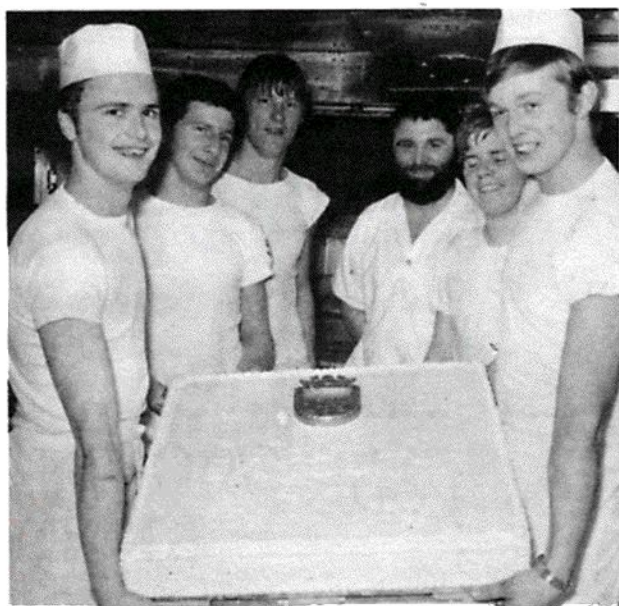
ABDIEL SURPRISES NORMAN'S MUM!

Assistant Steward Norman McLeod, whose home is in Tarbert in the Isle of Harris, was granted some unexpected midweek leave as H.M.S. Abdiel returned to Rosyth after a spell of patrol duties. Although the weather was quite severe, she ship's commanding officer, Cdr. David Elliott, was able to anchor long enough for the young rating to be landed to make a surprise, three-day visit to his mother before the mine-layer returned to her base port.

£95 DIET

During the patrol, some of the larger members of the ship's company conducted a sponsored diet, which resulted in £95 being forwarded to the Fittleton Fund.

After a ten-day maintenance period in Rosyth, the Abdiel sailed for short visits to Den Helder, Flushing, Portsmouth and a week-end in Cherbourg to recover many of the British exercise mines she laid in European waters for Exercise Team Work.



To mark the 21st birthday of H.M.S. Exmouth — she was launched in November, 1955 — this splendid cake was baked and iced by the frigate's cooks, one of whom had just celebrated his own 21st birthday. He is CK Rodney Hulme, seen on the extreme left of this picture. Others in the group are (from the left): LCK Bill Glasgow, CK Steve Francis, POCK Scouse Creswell, CK Chris Hewlett, and CK Nobby Hall.

Sadly, it was the ship's last birthday: she paid off in December after a final run ashore in Newcastle.

H.M.S. Exmouth was the first major warship in the world to be propelled entirely by gas-turbine engines, and has served as a test bed for the concept. She was commissioned in 1957 as a Blackwood-class anti-submarine frigate and converted to gas-turbine propulsion ten years later.

Cuxton's trawler patrol

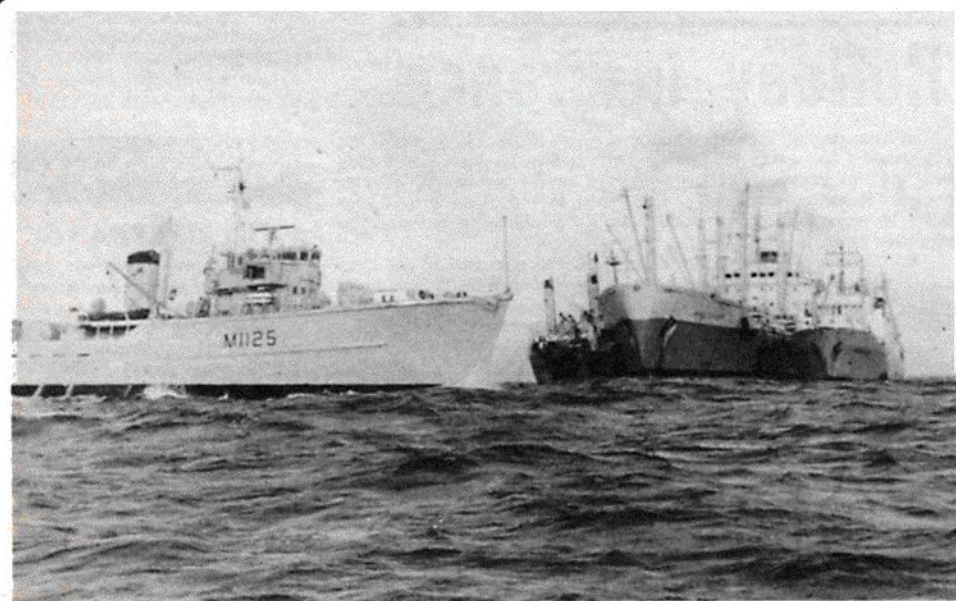
Twelve foreign trawlers, including four Soviet vessels, were boarded by parties from the minesweeper H.M.S. Cuxton during a three-day patrol in and around the Bristol Channel.

Three Polish trawlers, two each from Belgium and Spain, and one from France were among the remainder visited.

TRAINING SHIP

A Cuxton party, which included JS Michael Preece, on loan from H.M.S. Vernon, and OS David Birks, on loan from H.M.S. Berwick, accompanied a North East Atlantic Fisheries inspector on board the Polish fishery training ship Rybak Moreski.

They saw the hauling of the net, the inspection of the net and catch, and the fisheries laboratory, and were entertained to lunch on board.



H.M.S. Cuxton keeps and eye on Soviet trawlers during her three-day patrol.

The best tobacco money can buy ROTHMANS KING SIZE



Bright. Full. Rich tobacco. Grown and cured in the great tobacco lands. Selected with infinite care. A cigarette made by craftsmen, to the most exacting standards.

Gives a smoothness and satisfaction no other cigarette can offer.

Rothmans King Size. The world's largest selling King Size Virginia.

Rothmans—the greatest name in cigarettes.

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

FAMILIES PAGE

Combined op speeds sailor home

Interesting ruling

A recent Court of Appeal ruling has interest for owner-occupiers seeking repossession after temporarily letting the premises on a regulated tenancy. It was ruled that so long as the proper notice was given, it was not necessary for an owner to prove that he required the premises, but merely that he desired to re-occupy, and intended so to do. The desire and the intention must be genuine, but no more than that.

When the mother of a sailor fell seriously ill, efforts to get him to her bedside involved the diversion of a Royal Navy submarine, booking of air passages, and some necessary diplomatic clearance.

The drama began late in the evening of November 24 when the officer-of-the-day at H.M.S. Nelson, Portsmouth, was told that the mother of MECH1 Martin Lyde, of H.M. sub-

marine Osiris, had been rushed into Southampton General Hospital with suspected peritonitis.

The situation could scarcely have been more difficult, with

the Osiris at sea in the Gulf of Aden. However, the OOD quickly made all the checks required of him under the regulations, and by midnight had sent a signal to the submarine recommending that the sailor be flown home and granted 14 days' compassionate leave.

Djibouti was the port suggested for landing him, but entry there required diplomatic clearance from the French. After that, staff of the Flag Officer Submarines, Commander-in-Chief Fleet, and the British Embassy in Paris were all involved before Martin was travelling by air to London.

On his arrival at 10 p.m. on the 27th, he was met by representatives of the Joint Services Air Trooping Centre, Hendon, who are always most co-operative, especially with compassionate cases. Martin was at once taken to his home in Southampton.

After the effort on the part of all concerned, it would have been rewarding to report a happy ending, but sadly, it was not to be so. The Family Welfare Organization at Portsmouth, who were keeping in constant touch with the family, learned as Martin was about ready to board the plane at Djibouti that his mother had died.

In these circumstances, repatriation at public expense would not, under the rules, be regarded as essential, unless there was no other close relative available to make the necessary arrangements at home. However, to avoid intrusion at



Leading Wren Joan Roberts, 25 years old and just five feet tall, is the new continuity announcer in B.B.C. Radio Medway's popular fortnightly Forces programme "Home Base." Her task will be to link news reports and magazine contributions on Service activities coming into the Chatham studios from all parts of the world. News is Joan's business — she is a photographer in the Royal Navy's public relations office at Chatham.

Picture: PO(Phot) John Sinclair

that moment into family bereavement, the Family Welfare Officer decided that the repatriation should continue.

GRATITUDE

Later, the sailor's wife, Mrs. Lyde, wrote to the Family Welfare Officer saying: "I am writing to express my gratitude to everyone concerned in getting my husband home from overseas in our recent family crisis."

"I know that many people in many places were involved in the arrangements, which were so speedily made and carried out. Mere words can never say enough, but I am eternally grateful to you all."

Still waiting for your prints to come?

Has anyone lost their wedding photographs, including pictures of a sailor's bride, wearing a white picture hat with a blue flower, long white dress, Peter Pan collar, and blue smocked bodice?

They were sent to Mr. and Mrs. Johnson in Reading, but unfortunately the address was incomplete and the Post Office were unable to deliver.

The pictures are at the Navy News office, H.M.S. Nelson, Portsmouth, waiting for someone to claim them.

£2,700 FROM SSAFA STALL

The Royal Navy cake stall at the SSAFA Christmas market, held at Chelsea Barracks, made more than £2,700 this year — a £1,000 increase on the previous market two years ago. Lady Ashmore, wife of the First Sea Lord, and Lady Whiteley, wife of the Commandant General Royal Marines, were the principal organizers.

Holiday insurance

In considering reunion holidays when Royal Navy ships are programmed for a stay in a port overseas, families have not always been able to arrange for insurance to cover unexpected Service changes. However, the firm of Columbus World Wide Travel specialise in naval family travel and have been able to arrange the insurance as well.

Navy News is informed that the firm can now extend the area of insurance cover to include personnel (including Wrens) who make holiday arrangements through Columbus, and are subsequently prevented from going, due to Service requirements.

ST JOHN'S COLLEGE Horsham - Sussex



Independent boarding and day school for boys 7-18. Preparation for G.C.E. 'O' and 'A' Level, C.S.E. and C.E. by qualified staff in small classes. The College is set among 75 acres of beautiful Sussex countryside, 1 mile from Horsham, with extensive playing fields and sports facilities. Special provision is made for the sons of parents stationed abroad and an efficient courier service is provided to and from air terminals.

Prospectus: The Secretary, St John's College, Coolhurst, Horsham, Sussex. Tel. Horsham 2424

MOVING STORY

Families who have to move around need patience, courage, an infinite capacity for taking pains (isn't that also genius?), determination, and hope.

They also need packing cases. While all the other qualities are taken for granted in the Royal Navy, they do happen to be most helpful about big boxes to put things in.

Personnel moving, even if it is only from one end of town to the other, can borrow Service packing cases, fill them, and have them taken by official transport to the required destination.

How do you go about it? There is a Fact Sheet available from the Sailors' Information Centre, H.M.S. Nelson, Portsmouth, explaining the procedure. GPO phone: Portsmouth 832814.

Navy News

No. 271 23rd year

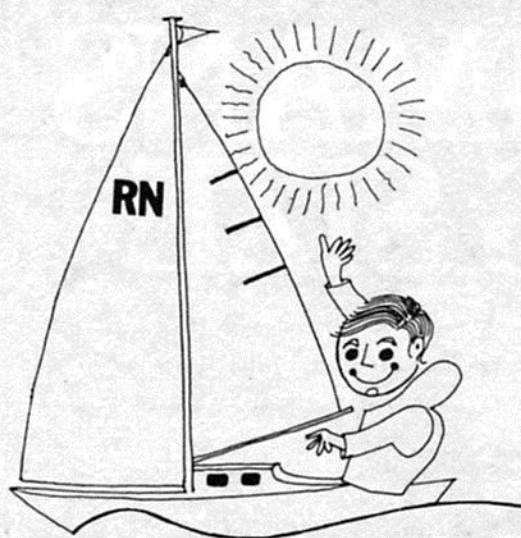
Editorial and business office: H.M.S. Nelson, Portsmouth.

Telephones: Portsmouth 22351, ext. 24194 (editorial) and ext. 24226 (business). GPO line: Portsmouth 26040.

Editor: Bill Wilkinson, MBE. Deputy editor: John Tucker. Assistant editors: Derek Smart, Chris Horrocks and John Elliott.

Business manager: Lieut.-Cdr. Len Truscott, MBE, RN (ret.).

Annual Subscription: £1.80 or £5 for three years.



..It's all plain sailing.. with a Naafi Budget Account

It's **simple** to open an account with the minimum formality—

It's **easy** to pay by naval allotment, banker's order or Giro—

It's **useful** to have continuous credit of 8 times your monthly payment—

It's **convenient** to have no deposit to pay on successive purchases.

You can use your budget account to buy anything you choose from the fully illustrated Naafi Shopping Guides and Sports Catalogues.

Minimum monthly payment—£2.00

Maximum monthly payment—£32.00

Maximum Credit
£256
Subject to age and rank

Ask your Naafi manager
for details

LAST OF THE A.C.R.s

The 45th — and last — Admiral Commanding Reserves, Rear-Admiral Hugo Hollins, sailed into Portsmouth on December 14 to hand over all responsibility for the future running of the R.N.R. to the Commander-in-Chief Naval Home Command.

His flagship was the Bristol-based R.N.R. training minesweeper, H.M.S. Hodgston, manned by 35 reservists. The appointment of Admiral Commanding Reserves ended on January 1, 1977, after exactly 102 years. Rear-Admiral Hollins met Admiral Sir Terence Lewin (C-in-C. Naval Home Command) on the quarterdeck of H.M.S. Victory, where another transfer took place. Admiral Lewin received a sword of the Royal Dockyard Battalion, which was raised in 1847, from Wren Eileen Holmes and Mechanician Philip Easen. Wren Holmes is a housewife who serves with the

R.N.R. at Fort Southwick, and MECH Easen is a diesel engineer from Brighton.

Admiral Lewin also accepted responsibility for the Combined Cadet Force, Sea Cadets, and Sea Scouts.

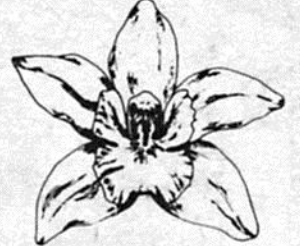
The first step in the transfer was taken in March 1976, when Admiral Lewin assumed command of the Reserves. Since then Rear-Admiral Hollins and his London staff have supervised the detailed administration for the total handover of control to Naval Home Command.

Reorganization of the R.N.R. has been designed to ensure the best opportunities possible for the part-time volunteer reservists to keep up to date with the rapid advances in naval tactics and technology, and keep their operational efficiency at top level.



Rear-Admiral Hugo Hollins, last holder of the appointment of Admiral Commanding Reserves, receives a wooden spoon, inscribed "Last but not Least," from his staff at the Ministry of Defence in London.

Send an Orchid



Valentines Day
February 14th

When you have something special to say: 'I love you', 'Get Well Soon', 'Congratulations', 'Happy Birthday' or just 'Happy Anything' — SEND AN ORCHID.

A finest quality bloom, in a special humidor display package, will be sent with your message, by first class post, for £3.00 including V.A.T. (£4.00 overseas). Send P.O., cheque, or notes to: Send an Orchid, Dept. NN9 Monks Eleigh, Ipswich. Credit Cards — it used send name and address and Credit Card Number, or simply telephone Bideston (0449) 740 780.



12 MONTHS SERVICE

Thanksgiving service for W.R.N.S.

A tri-Service thanksgiving service is to be held in Westminster Abbey at 11.30 a.m. on March 3 to mark the 60th Anniversary of the formation of the W.R.N.S., the W.R.A.C., and the W.R.A.F. Past and present members of the W.R.N.S. wishing to attend should apply, preferably by January 14, giving their name, maiden name (if appropriate), Service number and dates of service to the Director W.R.N.S., Ministry of Defence, Whitehall, London SW1A 2BE, marking the envelope "Westminster Abbey Service," and enclosing a stamped addressed envelope.

If the event is over-subscribed a ballot will be held. Tickets (one per applicant) will be forwarded from February 1.

Serving W.R.N.S. personnel may apply through their units (see D.W.R.N.S. Memorandum No. 72/76).

CASH FOR FITTLETON FAMILIES

Donations are still arriving for the H.M.S. Fittleton Fund, which just before Christmas passed the £22,000 mark. Closing date for donations is May 31, and all the money is to be disbursed as soon as possible after that date to next-of-kin of those who died.

The fund's trustees have discussed ways of dividing the fund between dependants and were generally in favour of a "points" system. A decision will be made at the next meeting. Meanwhile, the trustees decided to make an immediate cash grant of £200 to each of the families of the bereaved.

The bulk of the money so far donated has been placed on special deposit to earn maximum interest.

Among the many events organized to boost the fund was a dance at the Pembroke Club, Chatham. A total of £220 was raised, aided by the fact that members of the Naafi staff donated their earnings for the evening.

During a visit to Gibraltar the crew of the attack submarine U.S.S. Richard B. Russell

presented a cigar box containing a £47 donation for the fund.

A sponsored cycle ride by London Division R.N.R. in aid of the fund is being held on February 5 when single riders or relay teams will ride to Fittleton, Wilts, the majority starting from London. Teams are being entered by the Operations, Communications, Naval Control of Shipping, M.E., W.E., and W.R.N.R. Departments, and the Wardroom of London Division.

Anyone wishing to sponsor (or organize a group of sponsors) for these teams should write, stating rate per mile, to: The H.M.S. Fittleton Sponsored Cycle Organizer, H.M.S. President, King's Reach, London EC4Y 0HJ.

The Prime Minister was represented at the Fittleton memorial

service held at St Martin-in-the-Fields where lessons were read by Admiral Sir Terence Lewin, Commander-in-Chief Naval Home Command, and OS Paul Mower, a member of the Fittleton ship's company. The attendance included a large Service representation.

KELLY COLLEGE TAVISTOCK

Founded by Admiral Kelly in 1877

Public School (H.M.C.) for Boys and V1th Form Girls

Scholarships (inc. R.N. Scholarships) of up to £1,000 per annum. Leaving Exhibitions to Oxford and Cambridge

Apply the Headmaster, Kelly College, Tavistock, Devon for prospectus

COLUMBUS

FOR HOLIDAYS WITH SPECIAL NAVAL INSURANCE

If you are in an H.M. Ship abroad, and your wife, family or friends join you they can be insured against:

1. Non-arrival of your ship in the holiday port.
2. Where your ship leaves the port while the holiday is in progress.

This cover can be taken with a standard policy which Columbus issues as an Agent of the Travellers' Insurance Association. (1976 rates are being maintained in 1977).

If you are in U.K. — and are a member of the R.N., R.M., W.R.N.S. or Q.A.R.N.N.S. — you can cover the loss of holiday payments, including deposits, which you, plus those in your party, have made if any of the following occur:

1. Where a person is drafted to an H.M. Ship where the ship's subsequent programme prevents the holiday taking place.
2. Where a person is drafted to another Service Establishment and for service reasons the holiday must be cancelled.
3. Where a person is in an H.M. Ship and the ship's programme is altered thus necessitating the holiday to be cancelled.

The premium is £1.50 per £100 for those who have served up to 12 months in a Ship or Establishment, and £3 per £100 from 12-18 months on the commencement of the holiday. (Subject to the Conditions of the Policy)

BOOK WITH US AND SAFEGUARD YOUR HOLIDAY (AND YOUR DEPOSIT)

Members of the Association of British Travel Agents (No. 20112) Holders of Air Travel Organisers Licence 8338

THIS INSURANCE IS AVAILABLE FOR HOLIDAYS BOOKED WITH COLUMBUS WORLD WIDE TRAVEL

YOUR ACTION

1. CHOOSE YOUR HOLIDAY FROM ANY BROCHURE.
2. FILL IN THIS FORM AND SEND THE DETAILS TO COLUMBUS.

Name & Initials

Address

Tel. No.

No. in Party Adults..... Children

Holiday Destination

Type of Accommodation

(insert details)

Tour Operator (if applicable)

Holiday No. (if known)

Date of start of holiday

Present Ship/Establishment.....

Date joined Ship/Establishment.....

Please post this to:

COLUMBUS WORLD WIDE TRAVEL, 85 LONDON WALL, EC2M 7AD



AURORA, NOW WITH IKARA

The frigate H.M.S. Aurora, pictured off Portland, now has the Ikara anti-submarine weapon system. She also has triple-barrelled anti-submarine mortar and Seacat missile system, and operates a Wasp helicopter, which carries homing torpedoes.

Call or Telephone for MONTHLY

PROPERTY GUIDE

selected properties

AVAILABLE FROM OUR AREA BRANCH OFFICES

192 WEST ST. FAREHAM Tel 864414
4 HIGH ST. GOSPORT Tel 86811
175 HIGH ST. LEE-ON-SOLENT Tel 550794
225 LONDON ROAD WATERLOOVILLE Tel 54321
402 BITTERNE ROAD SOUTHAMPTON Tel 446855

VAIL

SAILORS' FUND

● Negotiations on a tri-Service basis are still continuing concerning a reduction of the 25 per cent. on-costs charged by the Department of the Environment on Sailors' Fund schemes done under their auspices.

● The Chevrons Club in London has been sold, and the Royal Navy share

of the surplus from the proceeds will amount to about £16,500. The Trustees are to be asked if the money may be paid into the Major Grants Reserve (and available for spending) rather than into capital.

● The Royal Marine Commando

Forces swimming pool, financed largely by Sailors' Fund grants, is expected to be paying its way by next April.

● H.M.S. Raleigh has decided not to proceed with the plan to buy an electric organ. The £835 Sailors' Fund grant has been returned.

Pot of gold for Rosyth 'Cinderella'

Fire money for Pompey Home Club

There was a lack of enthusiasm among Grants Committee members for an application by Portsmouth Royal Sailors' Home Club for a grant of £11,500 for fire precautions recommended by Hampshire Fire Brigade, following an inspection of the 102-cabin premises.

A great deal of money has already been given to the club, including £35,000 earlier in 1976 for modernization, leading to the inevitable comment of "a bottomless pit."

Some reports were confusing. One member spoke of a new carpet already marked with burns from cigarette ends, while another thought that the refurbished entrance hall and main central lounge were "most impressive."

Nobody challenged figures showing that the club was probably the most used by the ordinary sailor, with demand running at 86 per cent. of capacity, and a three-to-one customer ratio in favour of the Fleet.

With about 120 persons asleep on the premises at any one night in the year, the Grants Committee found themselves in a dilemma over the money now required for fire precautions, being reluctant to release still more cash, and having the feeling of being "over a barrel."

Eventually, the Grants Committee decided to deal with the application on an itemized basis, resulting in the deletion of the cost of replacing all the cabin doors with the fire-resistant type.

Instead of the £11,500 sought, therefore, the Grants Committee agreed to pay for the cost of the major fire-precaution work, namely £5,890.

Devonport Fleet Club

The Royal Fleet Club, Devonport, also put in a bid for £4,000 to provide a means of escape from the old block to the new block (and vice versa) in the event of a fire.

Members of the Grants Committee were not overjoyed to learn that they were being presented with a fait accompli. The work had already been done.

It was explained, however, that a fire-trap situation was disclosed, and had to be dealt with promptly. Vital work had been done, but in the event of future expenditure due to legislative requirements, the improving finances of the club should be able to bear a proportion of the cost.

A grant of £4,000 was therefore approved.

Union Jack Club, London

Another organization seeking support was the Union Jack Club in London, with a bid for £1,802 as the annual subscription for all

Described as "something of a Cinderella," Rosyth found willing backers when the Grants Committee of the Sailors' Fund met in London, and a magic wand was waved to produce a pot of gold for shining up the Forth Families Club.

Although the building was said to be not entirely suitable for its role, it was a well-organized community centre, being adjacent to the naval community where many of the young families possessed no transport.

The application detailed an extensive list of activities, pointing out that the accommodation was used to capacity. Members had to be restricted to one guest each, and on particularly popular functions, to no guests at all.

LARGE FUNCTIONS

It was impossible to hold large functions such as Christmas dances on the premises, and outside places had to be rented.

The grant of £28,000 and loan of £40,000 would be a substantial help towards the £93,500 which was the estimated total cost of extending the main hall. Repayment of the loan would be at the rate of £4,000 annually over ten years.

When the Grants Committee gave full approval to the scheme, the comment was heard — "They will be delighted . . . astonished. There will be dancing in the streets!"

LUSH FASLANE

It is probably a little chilly for out-of-door celebrations, but the feeling on the Grants Committee appeared to be that many sailors and families would benefit, and that the neighbouring Faslane had, by comparison, lush amenities.

It has to be borne in mind, however, that the Grants Committee decision can only be a recommendation. Because the amount is more than £10,000, the blessing of the Trustees will have to be obtained.

Employment Association

Although the Regular Forces Employment Association succeeded in a bid for £7,150 towards the R.N. and non-public fund share of the annual budget, the Grants Committee were told that the current basis for financing the R.F.E.A. of 50 per cent. public funding and 50 per cent. non-public funding by all three Services would come to an end in two years' time. The whole situation

would then be reviewed.

Each Service paid on a proportionate basis, and the registration figures showed that the R.N. was getting "a fair crack of the whip."

Until 1974, the R.N. and R.M. share had been met by the Royal Naval Benevolent Trust, but with falling revenue and increasing costs the R.N.B.T. was feeling the pain.

For 1977 the R.N./R.M. share was £27,150, but the R.N.B.T. had been obliged to peg their contribution at £20,000.

The Grants Committee agreed to make up the difference.

Culdrose Gliding Club

Culdrose Gliding Club's application for £8,000 to buy a new training glider gained a sympathetic hearing, resulting in an offer of £4,000 towards the cost. Eventual success will depend on

bids to other non-public funds.

The R.N. Ski Club tried for £5,615 towards expenses of the R.N. Winter Sports Team 1976/77, the Grants Committee being told that individual members were already paying £250 each out of their own pockets, and that there were no other funds to call upon.

The decision was to give £1,400, representing £100 per head for the 14 ratings taking part.

Neptune's 'fancy waistcoat'

"Fancy waistcoats" was an initial comment when H.M.S. Neptune sought £1,500 towards the £2,000 required to install a sauna bath in the Sportsdrome. But when all the bids had been shuffled, re-shuffled, and looked at again, this "box for 18 people" finally got approval.

Lest anyone imagine some

exciting goings-on, it should be explained that "the use of the sauna would be allocated in separate periods to men and women."

Portland skittle alley

A skittle alley project is not one of the surest means of encouraging Grants Committee members into songs of praise, but Portland Fleet Club finally succeeded in their quest, getting £1,000 towards the £1,500 needed for their scheme.

The committee were told that although skittle alleys generally may be fading away, there was still local popularity at Portland.

In giving the money, the view was expressed that to help visiting ships, who would not be able to make prior bookings, one of the two alleys should have preference for naval usage over any civilian players.

DRYAD RIDING SCHOOL GIVEN RELUCTANT AID

H.M.S. Dryad's Saddle Club Indoor Riding School, believed to be the best Service establishment of its kind in the country, was built with the aid of grants from the Sailors' Fund, Fleet Amenities Fund, and Nuffield Trust, plus help from the club's own resources and a loan from the Sailors' Fund.

Construction was delayed by the bad weather of late 1974 and escalating costs prevented the carrying out of part of the scheme.

With this unfortunate start, financial problems have been causing some concern, especially in relation to the £75 a month repayments of the Sailors' Fund loan.

If the Indoor Riding School fails, the Navy will be left with a large white elephant, but if it can be placed on a firm footing, it could in the future be a valuable amenity for the Southwick Park Recreation Centre.

OUTRIGHT GRANT

A plea from the Saddle Club, received at the Sailors' Fund Grants Committee, asked if the £7,000 loan could be converted into an outright grant.

The application did not find complete sympathy. If one loan could be converted into a grant afterwards, then many others might get the same idea.

Comments were made about visits to the Riding School, and the people there "were certainly not sailors."

The explanation given was that the R.N. customers could not provide full usage, and the place was let out to civilian organizations at rates which were not less (and possibly higher) than the cost of civilian facilities elsewhere.

RELUCTANT

The Grants Committee found themselves in a now-familiar situation of having helped to put £21,000 into a project, and not wishing to see the money wasted — yet reluctant to pour in more cash.

Eventually there was a proposition to allow £3,312 of the loan to be converted into a grant, thus halving also the repayments.

By the chairman's casting vote the proposition was carried.

Undoubtedly the situation all round is difficult, but every effort is being made to get the Indoor Riding School established in order that this minority (but attractive) sport may be available to the Navy and families.

SINGAPORE

Heavy expenses were incurred by the Royal Sailors' Rests when they had to close down the Singapore establishment, but they did receive £1,800 by the sale of air conditioning units provided with money from the Sailors' Fund.

Admiral Sir Horace Law, Chairman of the Trustees, wrote to the Sailors' Fund saying that it was right that the £1,800 should be offered back.

In view of the closure expenses, "which were outside our control or yours," he wondered if the Sailors' Fund would allow them to keep the money.

The Grants Committee agreed unanimously.



Where
your
money
goes

H.M.S. Cochrane. Extension to Forth Families Club, £28,000 grant and £40,000 loan to be spread over four payments, the initial amount being £23,000.

H.M.S. Nelson. Portsmouth Royal Sailors' Home Club fire precautions. Grant of £5,890 towards the application for £11,500.

R.N.A.S. Culdrose. Training glider, etc., for Gliding Club. Grant of £4,000 towards the £8,000 applied for.

Regular Forces Employment Association. Grant towards annual expenditure, £7,150.

R.N. Ski Club. Expenses of R.N. Winter Sports Team 1976/77. £1,400 towards the £5,615 applied for.

H.M.S. Drake. Royal Fleet Club Devonport fire precautions. Grant of £4,000.

Union Jack Club. Annual grant towards running expenses, £1,802.

H.M.S. Neptune. Sauna bath for sportsdrome, grant of £1,500.

H.M. Naval Base, Portland. Portland Fleet Club, grant of £1,000 for two skittle alleys.

H.M. ships Sceptre, Superb, Spartan, and Invincible. Camping equipment, £657 grant.

H.M.S. Inskip. Motor maintenance facilities, £551 grant.

H.M.S. Collingwood. Curtains for theatre / cinema, grant of £400.

Joint Services Sub-Aqua Expedition to Mombasa 1977. Additional amount towards expenses, grant of £250.

H.M.S. Forest Moor. Improved car maintenance facilities, grant of £100.

Joint Services Expedition to E. Greenland 1977. Grant to help expenses, £200.

UNSUCCESSFUL

The following applications were unsuccessful:

R. N. and R.M. Amateur Rowing Association. Racing and training boats

and blades (£9,250).

R.N.A.S. Yeovilton. Fifteen-seater mini-bus (£3,500).

H.M.S. Fisgard. Twelve-seater mini-bus (£2,500).

R.N.A.S. Yeovilton. Racing four (£1,500).

B.R.N.C. Dartmouth (including H.M.S. Walkerton). Auto ice-making machine (£225).

£90,000 TOTAL

In addition to the amounts approved, the Sailors' Fund Grants Committee also agreed to the usual half-yearly grants to H.M. ships at the newly-increased amount of £35,000, plus £150 to the Maidstone, and £3,250 for Royal Marine commando units.

The total amount disbursed at the meeting was, therefore, about £90,000.

Some of the applications which failed to gain sufficient support may have other chances through the Nuffield Trust or the Fleet Amenities Fund.

ABOUT BOOKS

THE ROYAL OAK DISASTER

A night of horror

A few minutes after midnight on Friday the 13th, in October 1939, explosions rocked H.M.S. Royal Oak at Scapa Flow. Flames seared through compartments to incinerate men in their hammocks, and many others were trapped.

As the battleship slowly rolled over, hundreds sliding down the exposed barnacles had flesh torn and limbs broken, to find themselves choking in a sea of filthy black oil. Fewer than 400 survived.

The U-boat commander who pressed the button and sent 833 men to their doom himself paid the penalty before the war had ended, but some of his shipmates are alive today.

One of the pictures in "The Royal Oak Disaster," by Gerald S. Snyder, published by William Kimber (price £5.75), shows former enemies laughing together over their pints — an astonishing sight for the reader awakened to the memories of that terrible night.

In the years after the war, the Portsmouth Evening News had anniversary columns of "In Memoriam" from sorrowing families of the locally-based ship, but,

surprisingly, by 1967 the survivors decided to invite former enemies to a reunion — even helping to pay their expenses. They met 'like sailors who have been through a lot.'

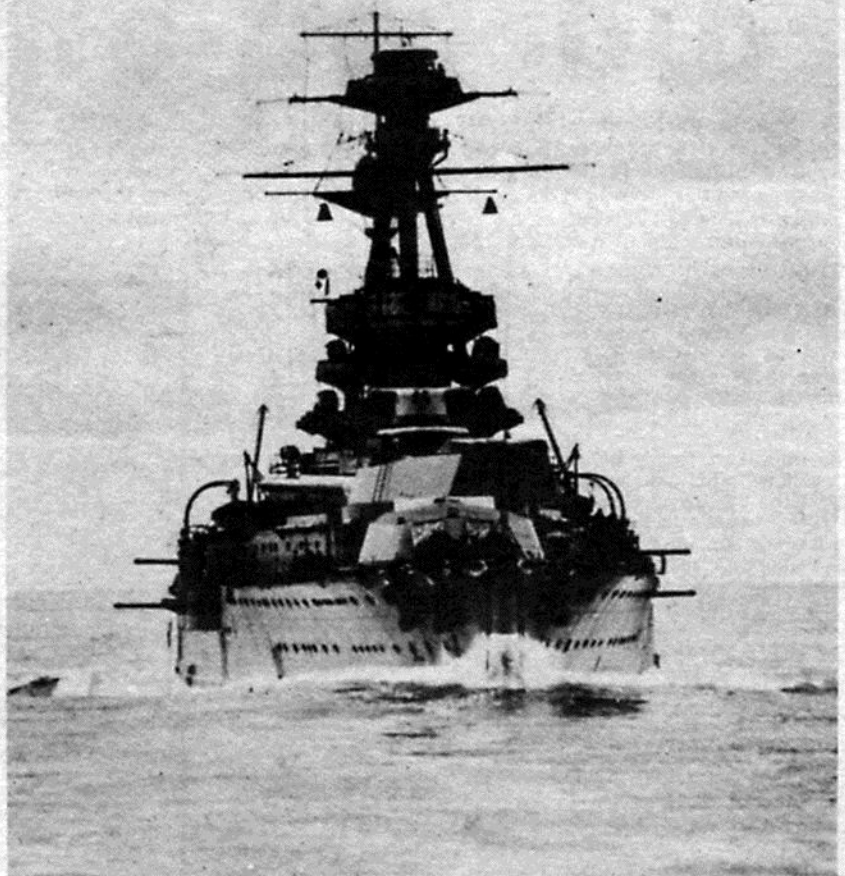
Not everyone could stomach the occasion, but there have been many other similar gatherings, including even Far East prisoners and their Japanese jailers.

No one can forget, but if men who were really involved can gather in friendship, then the same understanding must also go to those who prefer to avoid a situation with which they are unable to cope.

The book centres its interest on a suspicion which faintly lingers that the Royal Oak was sabotaged, and not sent down by a daring submariner's torpedoes.

Somehow it seems of little importance, one way or the other, against the graphic account so assiduously researched by the author, much of the material coming from hand-written testimonies of the rescued, previously withheld by the Admiralty.

One or two items in the account may well be challenged, but Mr. Snyder has done his work well in placing on record the full story of one of the more grievous chapters in naval history.



All the power and majesty of the battleship era is shown in this shot of H.M.S. Royal Oak, later torpedoed in the 'safe' British anchorage of Scapa Flow at the beginning of the Second World War.

FIGHTING DESTROYER

"A slur on the Royal Navy," published in a national newspaper, was hotly challenged by a Navy News reader seeking to have the real facts published, and by a coincidence his "letter to the editor" arrived at almost the same time as a new book on the subject.

The truth may not, however, be altogether to his liking.

Blood still runs cold to read once again of the sinking of the troopship Khedive Ismail in the Indian Ocean, the vessel carrying 2,000 — including members of the W.R.N.S. and nurses.

Escorting warships were the old cruisers Hawkins and the destroyers Petard and Paladin.

Harrowing

On a steaming hot Sunday afternoon, the Khedive Ismail had her bottom blown out by a Japanese submarine, disappearing in three minutes to leave a glassy sea littered with debris and people struggling in the water.

The correspondent to Navy News wished to nail the lie that the submarine escaped, and also expressed disbelief that depth charges could have been dropped near survivors for whom rescue seemed imminent.

According to "FIGHTING DESTROYER — THE STORY OF H.M.S. PETARD," he is right about the submarine, but must brace himself for the harrowing facts.

When the troopship went down, it was the duty of the escorts to get the attacker and protect the rest of the convoy. Depth charges failed, and then they found themselves pitted against an ocean giant of a submarine, surfaced and fighting, and without armour-piercing shells to penetrate her hull.

Blotted out

Torpedoes were the only weapon left, but instead of sending off a salvo, the Petard began firing them one by one. And one by one they missed.

The outraged Gunner (T) Mr. Leuillet (according to the book) stood on the deck yelling at the bridge for permission to take over the firing to local control, but it is recorded as "doubtful if the Captain heard the desperate appeal . . . being still shocked by the terrible decision forced upon him to depth charge while the Khedive Ismail survivors remained in the sea."

Two more single torpedoes sped to nowhere, and "as the morale of the crew

was at a point of total collapse," the seventh hit and blotted out the submarine.

The author, G. G. Connell, has done his work, "warts and all," but has balanced the inexplicable with words on the unendurable.

Destroyer commanders, especially on convoy work, lived at the door of death — tense, sleepless, and sucked beyond the limits. The list of H.M.S. Petard's honours gives an idea of their devotion and sacrifice.

"Fighting Destroyer" is published by William Kimber (price £5.75).

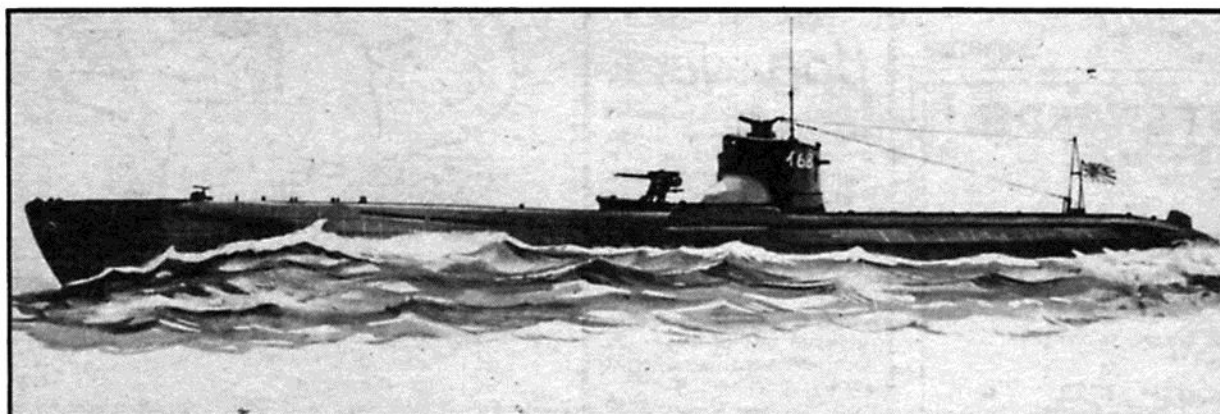
(The author, Mr. Connell thanks fellow readers of Navy News for their response to his appeal in 1974, and their help in accumulating facts for his book.)

Cruiser sub.

A Japanese 2,000-ton cruiser submarine of the type which sank the British troop transport Khedive Ismail in the Indian Ocean, and which was herself sent to the bottom by the destroyer H.M.S. Petard.

The illustration is from another of this month's books, "Famous Ships of World War II," by Chris Ellis, published by Blandford (price £2.95).

The volume is one of the attractive colour series, representing many different types and classes.



While the great battles of the war — on land, sea, and in the air — dominate the memories and history books, some of the lesser-known could just as easily have proved the deciding factors.

In coastal waters, the war was nearly lost right at the start by Hitler's "secret weapon", the magnetic mine, which caused severe shipping losses and had the potential to seal off all our major ports.

"It is well to ponder this side of the naval war," wrote Sir Winston Churchill. "A significant proportion of our whole war effort had to be diverted to combating the mine. A vast output of materials and money was diverted from other tasks."

The heroism, science and ingenuity which went into the job of solving the mine's mysteries, and defeating this and subsequent enemy inventions, is told in "The Minesweepers' Victory," by Hilbert Hardy, published by Keydex (price £2.25).

Who could imagine that by the end of the war, the Royal Navy would have 1,533 minesweeping vessels to cope with enemy operations, culminating in the biggest action of all — the preliminaries to the landing of the D-Day forces in France?

The book tends to be a punch by punch account, and perhaps somewhat tedious in its detail, but the story reflects what is meant by "the will to win," in one of the major successes of the struggle.

Another aspect of the war in coastal waters is told in "The E-Boat Threat," by Bryan Cooper, published by Macdonald and Jane's (price £4.95).

IN BRIEF . . .

"British Vessels Lost at Sea 1939-45," published by Patrick Stephens (price £3.95), is a combination of two official works printed in 1947. One was "Ships of the Royal Navy: Statement of Losses during the Second World War," and the other, "British Merchant Vessels Lost or Damaged by Enemy Action During the Second World War." The originals are now hard to find, but all the data is now available again — this time within one cover. The print is very small.

"U.S. Navy and Marine Corps Fighters," by William Green and Gordon Swanborough, published by Macdonald and Jane's (price £2.95 cloth, or £1.75, paper). Includes drawings in fine detail and some illustrations in colour.

"A History of Portsmouth Harbour and its Ferries," by John H. Maber. This interesting booklet is to "help fill the gap until the full story is written," and is more than enough to whet the appetite of the enthusiast for more.

Mysteries of the mine

This is much more swashbuckling stuff, the midget navies of both Britain and Germany making their nightly forays in swift, highly manoeuvrable motor torpedo boats to penetrate defences, and carry out attacks on convoys or lay mines.

They often fought only yards apart, carrying out their operations with the dashing tactics appropriate to their craft.

The book describes the development of these deadly mini-warships, the training of their volunteer crews, and the evolution of fighting methods in the light of experience.

Final defeat for the enemy threat came with the close co-operation established between the Royal Navy and Royal Air Force Coastal Command, an advantage which inter-service rivalries denied the Germans.

Adds the author: "Neither side had given much consideration to the importance of coastal waters. It was a lesson which had to be re-learned from the past."

BOOKS in print

We pride ourselves on the prompt supply of books to overseas residents. Books with UK availability mailed anywhere in the world. May we handle your lists and enquiries? Quick and personal service.

Simmonds Bookshop
Union St., Andover,
Hants. Tel. 3012

G. L. GREEN
NAVAL BOOKSELLER
104 PITSHANGER LANE
EALING
LONDON W10
TEL. 01-997-6454
(Ansaphone)

SHOP OPEN WEDNESDAYS
TO SATURDAYS
(9.30-5.30)

Regular lists of all types of new and second-hand Naval Books. Also Post Cards

Family welfare aid for officers

Instituted for the benefit of Royal Navy ratings and Royal Marines ranks and their families, the Family Welfare Organization has never been specifically complemented nor charged with the responsibility for officers or their families. Whereas an officer will normally seek the help of his commanding officer if a crisis develops concerning the welfare of his family or himself, it is not always clear to whom his family should turn for help when, due to the urgent demands of naval service, he is away from home.

Guidance is now given to all officers, including Q.A.R.N.N.S. and W.R.N.S., requiring welfare assistance for themselves and their families.

Underlying these arrangements are the fundamental requirements to ensure, as in the case of ratings' families, the confidential handling of personal welfare problems and to respect the privacy of the individual.

In the first instance, the correct person for next-of-kin to contact is the Family Welfare Officer of the Region in which the officer's family is living. In the case of Fleet Air Arm officers the FWO at Yeovilton is to be contacted. The FWO at the appropriate Group headquarters is the person to contact in the case of Royal Marines. If a visit to a home is required the FWO will arrange this.

Regional Family Welfare Officers' addresses are as follows —

Eastern Region: H.M.S. Nelson, Portsmouth (Tel. Portsmouth 20932 and 26774. Out of office hours, Portsmouth 22351, ask for Family Welfare).

Western Region: H.M.S. Drake, Plymouth (Tel. Plymouth 53740, ask for Family Welfare).

Northern Region: H.M.S. Cochrane, Rosyth (Tel. Inverkeithing 2121, ask for Family Welfare).

Air Command: R.N.A.S. Yeovilton, Yeovil, Somerset (Tel. Ilchester 551, ask for Family Welfare).

Royal Marines: Headquarters Training Group R.M., Portsmouth (Tel. Portsmouth 22351, Ext. 6170). Headquarters Commando Forces R.M., Plymouth (Tel. Plymouth 53777, Ext. 155).

OTHER POINTS

● Officers with welfare matters affecting their employment are encouraged to discuss them with their appointer.

● The Director of Naval Service Conditions is responsible for the overall policy for officers' welfare, but will not normally handle individual cases unless specifically requested to take a co-ordinating role.

● Applications from officers for compassionate leave, or relief out of turn, are considered under the same conditions as for ratings. An officer's wife may be granted free travel concessions in certain circumstances.

● When officers go to sea or abroad, they are advised to tell their next of kin their telegraphic address and to leave with them a CSN telegram authorization form. They should also tell them how to make contact, in the event of sudden emergency, with the appropriate Family Welfare Officer or, failing this, with the MOD, Old Admiralty Building, London SW1A 2BE as follows —

During normal working hours: R.N. and W.R.N.S. officers — DNSC (01-218 3226); R.M. officers — Commandant General Royal Marines (01-218 3573); Q.A.R.N.N.S. officers — MDG(N) Empress State Building, Lillie Road, London, SW1 6TR (01-385 1244, Ext. 2091).

Outside normal working hours, at week-ends or public holidays: 01-218 9000, ask for the Resident Civilian Duty Officer (Naval).

DCI(RN) 628

Want to be a Field gunner?

Plans for the R.N. Field Gun Competition at this year's Royal Tournament at Earls Court in July are already under way, and flag and commanding officers are requested to encourage the participation of ratings of all branches and to make every effort to spare, without relief, ratings who volunteer and are selected. Full details of crews and of eligibility are given.

DCI(RN) 631

Demarcation

Who is responsible for what during refits? In great detail (and at considerable length) demarcation of responsibilities between dockyard and ship's staff is laid down.

DCI(RN) 659

"METRIC, you fools — not SYMMETRIC!"



Going metric

Service heads are going metric. In 1975 there was agreement for tri-Service introduction of metrication of the sizing of Service clothing in line with the civilian market. Now agreement has been reached on suitable size intervals to be applied in the metrication of Service head-dress. Purchases in the new metric sizes — with headbands measured in centimetres — will be phased, berets being affected from October. Imperial sizes will be replaced on a maintenance basis.

For those with tri-Service interests, head-dress includes caps, hats, berets, bonnets and Glengarrys. The provisions do not apply to protective head-wear.

DCI(RN) J 673



GET WISE ON DCIs

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

On the short list...

Connoisseurs of abbreviations may be interested in some of the additional gems now agreed by all three Services. For example, those who thought "pen" was something which only occurred in the football scores will have to remember that it also means "penetrate."

X stands for Cross (as in Xrds, riverXing, would you believe?) Yr means year. SOXMIS isn't something you say to a girl assistant in Marks and Sparks. Apparently it means Soviet Military Mission to the Commander in Chief British Army of the Rhine.

And if you were deluded into thinking SCANTList was an inventory of the girlfriend's frilly unmentionables, think again. It is none other than the abbreviation for the SLIDEX, Callsign, Address Group, NIS, Telephone exchange List.

DCI(RN) J 674

Farewell, flag deck

The flag deck is no more. And that's official. It has been decided that the term signal deck is to replace flag deck, removing the possibility of confusion over intercoms with the term flight deck, now a standard feature in most ships.

It is also consistent with reduced use of flags and the increased use of light for visual signalling.

DCI(RN) 643

Mercury move

As part of the consolidation of the School of Maritime Operations, the Navigation Section will move from H.M.S. Dryad to H.M.S. Mercury, and the Communications and Navigation Faculty be formed there on April 4.

DCI(RN) 607

Ships' movements

The Director of Naval Operations and Trade's Movements Office, which has for many years recorded actual as opposed to programmed movements of H.M. ships and RFAs, has been closed. Day-to-day information is now available from the duty commander (Tel: MOD Main Building 6105).

Questions about past movements should be referred to the Fleet Operations Room, Northwood (Tel. Northwood 26161, Ext. 446).

DCI(RN) J 615

Leadership

Courses in Christian Leadership have been arranged for the period January-April 1977 at the R.A.F. Chaplains' School, Amport House, Andover, Hants. The course lasts three to five days.

DCI(RN) 650

L-drivers

Arrangements have been made for the R.A.F. to undertake the training of all R.N. drivers other than Fleet Air Arm ratings, W.R.N.S. new-entry ratings (who are trained at Culdrose), and Royal Marines. The R.N. Regulating School, H.M.S. Excellent, will co-ordinate the Navy's requirements.

DCI(RN) 652

Dryad date

The annual general meeting of the Operations Branch (Radar) is to be held in H.M.S. Dryad on Friday, March 25.

DCI(RN) 600



WRENS TO GET NEW STATUS THIS YEAR

The Armed Forces Act 1976 provides for members of Queen Alexandra's Royal Naval Nursing Service and of the Women's Royal Naval Service to become legally members of H.M. Naval Forces, and in consequence to be subject to the Naval Discipline Act at all times. It was, however, announced some time ago that it was not the intention to send women to detention quarters. The Forces, in fact, have no Women's DQs.

Another provision of the Act is an increase in the summary powers of Army, Royal Marines, and R.A.F. command-

ing officers and appropriate superior authorities.

The Act, which received the Royal Assent in October, provides for the continuation in force of the Naval Discipline Act 1957 until the end of 1981. Some of its provisions came into force on Royal Assent, and the remainder including the change in status for Q.A.R.N.N.S. and W.R.N.S. will apply from a date in 1977, yet to be fixed.

DCI(RN) J 638

A complete reprint of the Naval Discipline Act 1957, incorporating all changes arising from the Armed Forces Act 1976, will be distributed during the first half of this year.

A revised form S282 (the Articles of War) for display in H.M. ships and establishments will also be distributed.

DCI(RN) 627

Considering an early retirement?

THEN READ ON...

Officers not due for compulsory retirement may be allowed at the Admiralty Board's discretion to retire voluntarily, the overriding factor being the requirement of the Service. In normal cases, no officer is allowed to retire voluntarily until he or she has given a fair return of service for training received. In addition, applicants must wait their turn for release and are placed on the waiting list for their rank and specialization.

Special consideration is given in some cases, for instance, when compassionate reasons are advanced.

Minimum returns of service for the cost of initial training are detailed in the DCI, with details of return of service for the training. All officers who are promoted by selection to the rank of commander and below (or R.M. and W.R.N.S. equivalent) and accept the promotion, are required to serve a minimum of two-and-a-half years from date of promotion.

Officers who apply to retire voluntarily and meet the required conditions can expect to have to wait between nine and 15 months. W.R.N.S. officers will normally be required to wait between six and nine months.

There will still be particular regard to officers below commander (and R.M. and W.R.N.S. equivalent ranks) who, approaching 40, wish to leave to start a new career. Aim will be to enable them to retire voluntarily before their 40th birthday (the beginning of the period of pension abatement) if Service interest allows. Provided no undue appointing turbulence is caused, the waiting period in these cases may be as short as six months.

DCI(RN) 663

Accident reports

A change in procedure from April 1 for reporting road accidents applies to all Royal Navy, R.M., Army and R.A.F. units world wide. Aims of Traffic Accident Analysis Systems (TAAS) are to help prevent future occurrences by analysing traffic accidents in detail and to give quick and accurate information on accidents to the Claims Commission.

DCI(RN) J 672

DIVE DIVE

TO HUXFORD
For Fiat, Lancia

(Export deals arranged on models)

150 guaranteed used cars always in stock.

Huxford repair, M.O.T. and service any make of car.

HUXFORD HIRE
Welcome all Navy personnel. We offer a wide range of Fiats for self drive hire including the 52m.p.g Fiat 126, all at very competitive rates.

HUXFORD
Newgate lane, Fareham, Tel. 82811.
117 Copnor road, Portsmouth, Tel. 691621.
Hambleton rd. Denmead, Tel. Waterloo 54641



ROCKY AND PAT SWORDER

have pleasure in announcing that the structural alterations to

THE PYM ARMS

16, Pym Street, Devonport
ARE NOW COMPLETED

This is a free house with music, bar snacks and grills.
Parties catered for.

Telephone: PLYMOUTH 51823

Sign of the times

Don't use dry transfer lettering for door signs. In fact, don't use it at all unless it's essential. This is just one aspect of an economy plea. During the last few years there has been a substantial increase in demands by MOD branches and Service establishments for this lettering and consumption now exceeds 80 per cent. of the total for all Government departments.

A tendency is reported for users to order the complete alphabet for the production of signs, resulting in a high wastage of letters such as X and Z.

DCI(RN) 633

☆ FE courses

Pre-history of Dartmoor... Mini-computers... An Introduction to Logic and Clear Thinking... just three of the many courses at universities intended to provide further education and instruction which will be useful within the Service. Open to officers and ratings with suitable qualifications or background, the courses listed are being held between January and May and last a few days.

DCI(RN) 642

☆ Salvage shares

An award for salvage services to MV Sea Scout by H.M.S. Nubian on March 21, 1975, is now ready for distribution. The value of each share is 95p. Members of the initial boarding and fire-fighting parties will get double shares.

DCI(RN) 648

☆ Smops tie

Eligibility to wear the School of Maritime Operations tie has been extended. Those eligible are listed and details of how to apply are given. Cost is £1.30.

DCI(RN) 602

☆ Pure water

Water sterilizing outfits comprising sterilizing tablets and detaster tablets packed in a tin are now obsolete, and supplies of water-purifying tablets in tubes have also been discontinued. They have been replaced by PURITAB, supplied in bottles of 100.

DCI(RN) 626

☆ Restrictions

In Spring 1976 it was explained that restrictions on selection for Fifth and Sixth Five engagements were necessary as a result of manpower reductions arising from the 1974 Defence Review. Now it has proved necessary to expand these restrictions to include yearly extensions of service beyond the 22-year point allowed by DCI(RN) S 189/75.

In addition, controls are being placed on R.N. ratings wishing to transfer to certain branches (and on re-entries and transferees from other Services) to avoid the creation of manpower surpluses in branches forecast to be in balance in 1979.

The Admiralty Board appreciates that these restrictions may cause some disappointment to individuals, but they will maintain the best possible advancement and promotion prospects for the majority and help minimise the possible need for redundancies.

DCI(RN) 603

☆ Survey

Considerable importance is attached to the outcome of the occupational analysis of the Operations Branch to be made during 1977 to see whether experience gained since its formation in January 1975 shows any need for adjustment to training and duties. Details of the survey were given in Navy News last month.

DCI(RN) 604



Vice-Admiral Leach

NEW C-in-C FLEET

Vice-Admiral H. C. Leach is to be Commander-in-Chief Fleet, Allied Commander-in-Chief Channel and Commander-in-Chief Eastern Atlantic Area in the rank of admiral on March 30 in succession to Admiral Sir John Treacher, who is retiring.

Vice-Admiral Leach entered B.R.N.C. Dartmouth in 1937 as a 13-year-old cadet, and during the Second World War served in the South Atlantic, Far East and Mediterranean. In 1947 he specialised in gunnery and later commanded H.M.S. Dunkirk.

☆ POs' pay

Petty officers may be awarded Scale A pay on completion of three years as a petty officer (including not more than one year as an acting petty officer). Where confirmation has been delayed solely because of inability (for Service reasons) to acquire the appropriate qualification, all acting time may count provided a rating has since been confirmed as a petty officer.

Where confirmation of acting petty officers is delayed solely due to Service reasons, the date of confirmation is, at the discretion of the commanding officer, to be that on which a rating attained one year's seniority as an acting petty officer.

DCI(RN) 647

☆ Extra fives

Successful candidates are listed following the Selection Board dealing with continuance in service for periods of five years beyond 22 and 27 years.

DCI(RN) 630

☆ New jobs

To extend the scope of their employment and improve job satisfaction, CPO and PO stewards may, at the discretion of commanding officers and after suitable training, be employed on the duties of assistant wardroom mess treasurer in ships. They may also be employed in certain stock and accounting checks in connection with wardroom wines and minerals.

☆ PRV courses

Personnel eligible for pre-release vocational training may be accepted for mooring and salvage courses in the Marine Services School and Salvage Depot, H.M. Naval Base, Rosyth. The 1977 dates are given.

DCI(RN) 649

'The Electron rules the waves'

Each year the Institution of Electrical Engineers sponsors a lecture, given by one of its senior members. The aim is to widen knowledge of electrical and electronic engineering, the lecture being intended for the "intelligent layman."

Title of the 1976-77 Faraday Lecture is "The Electron rules the waves," which is being presented by the Royal Navy in a programme which started in November and continues until May, covering about a dozen venues throughout the country. Faraday lecturer for this year is Capt. L. S. Bryson, assisted by Mr. J. Alvey (Director of ASWE).

DCI(RN) 660

Crimond swimmer raises £234

Two charities benefited from the £234 raised in a sponsored swim by REM1 Peter Dowall, of the Royal Naval Wireless Station, Crimond, near Fraserburgh.

REM1 Dowall, who completed 200 lengths of Fraserburgh swimming pool, presented a cheque for £117 to Mr. E. Larson, headmaster of Westfield School for Handicapped Children, Fraserburgh. The other £117 was presented to Craigewan Old People's Home, Peterhead.

Crimond, built on the site of the wartime H.M.S. Merganser, has a commanding officer (Lieut.-Cdr. J. W. Smith) and eleven ratings and is the first naval fully remote HF and LF transmitter station.

Alongside the largest dune loch in the U.K., which is a bird sanctuary, it has 490 acres of aerial farm, including one mast at 900ft. and two more at 600ft.

☆ COMMCEs

To avoid confusion which has sometimes arisen because of the use of the word Portsmouth in both titles, the DCN COMMCEs at Fort Southwick is now known as COMMCEs Fort Southwick, and the Royal Navy COMMCEs in the Naval Base at Portsmouth as RN COMMCEs Portsmouth.

DCI(RN) J617

☆ Qualifications

Certain other qualifications may be offered instead of GCE O levels to qualify educationally for promotion to warrant officer (QEWO). It has been decided that satisfactory completion of one of the following Polaris Weapon training courses, plus a GCE O level or SCE O grade pass (Grade C or better since 1975) of the English language paper, so qualify: WCS — Weapon Control Supervisor, NSN — SINS Technician, NDC — Navsystem Computers.

To be qualified educationally for promotion to the SD List (QESD) those qualifying for warrant officer under this DCI are required to obtain additionally two GCE O level or SCE O grade passes (Grade C or better since 1975) to include maths.

DCI(RN) 661

☆ SD selection

Nominations are sought for preliminary selection boards for SD officer candidates in a number of branches, to be convened in H.M.S. Sultan during 1977.

DCI(RN) 605

☆ Keeping in touch

Since November a naval retirement liaison study has been taking place (as previously reported in Navy News) concerning the links between serving and former R.N., R.M., and W.R.N.S. officers and ratings. A report and recommendations are to be made at the conclusion of the study.

DCI(RN) 646

Appointments

Chief of the Defence Staff (Policy) in 1973 and Flag Officer First Flotilla in 1975.

Capt. T. H. Bradbury is to be Flag Officer Admiralty Interview Board on January 28 in the acting rank of rear-admiral. He is to be promoted rear-admiral on July 7.

His appointments have included commanding officer of the naval base at Bahrain, H.M.S. Jufair; secretary to the Flag Officer First Flotilla; supply officer in H.M.S. Hermes; secretary to the Controller of the Navy; and command of the Singapore naval base, H.M.S. Terror.

Later he became Director of Naval Officer Appointments (Supply) in MOD, and in 1974 Director of Naval Administrative Planning.

Other appointments recently announced include:

Capt. J. J. R. Oswald. For duty with CSCBS for Newcastle January 17 and Newcastle in command on commissioning.

Capt. D. E. Robbins. Daedalus in command. April 27.

Capt. D. B. Nolan. Galatea in command and as Capt. Fl. March 29.

Capt. J. M. Tait. Mercury in command. January 18.

Capt. A. J. Towers. As Director R.N. War College. February 25.

Capt. K. A. Low. Andromeda in command and as Capt. Fl. March 22.

Cdr. P. G. V. Dingemans. As Capt. MCM and Capt. Fishery Protection. January 18.

Lieut.-Cdr. T. J. Austin. Dolphin for Onyx in command and as senior officer submarines refitting Portsmouth. February 28.

IN MEMORIAM

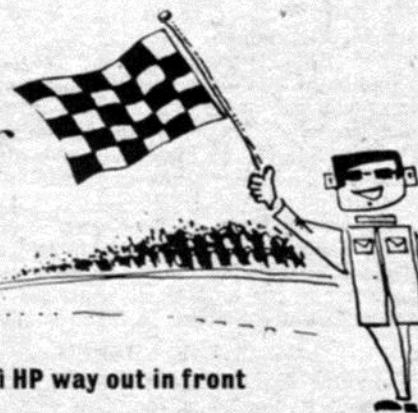
K. G. Barrett. CPOWTR. Defence Attache, Bahamas. November 20.
T. Carthy. STD. H.M.S. Fearless. December 7.

Vice-Admiral Sir Michael Fell. December 2. Won D.S.O. in attack on German battleship Tirpitz, later gaining D.S.C. and bar. Appointments included command of H.M.S. Ark Royal, Flag Officer Naval Air Command and Chief of Staff to Commander Allied Naval Forces Southern Europe.

Eric ("Tubby") Shoreman. Ex LEM/LTO. November 5. Served in Royal Navy from 1939 until 1950, including submarines.

Naafi HP outright winner and winner on points too

These are the great advantages that put Naafi HP way out in front



- ☐ Exceptionally low HP charges without strings such as annual subscriptions
- ☐ 10% deposit and up to 48 months credit on new cars for export can generally be arranged
- ☐ BIG DISCOUNTS (up to 17½%) on new cars, caravans and motor cycles, with full dealer after sales services and warranties
- ☐ Delivery to suit your convenience - at the airport when you arrive in UK, to your home town or new UK station or to an overseas port
- ☐ No restrictions on taking the vehicle overseas when you are posted and no premature settlement problems for you on posting
- ☐ Free personal life insurance during the time the agreement is in force
- ☐ First class insurance cover at competitive cost and prompt cover in the UK or if you are posted abroad
- ☐ Easy payment plan for premiums if you wish
- ☐ Cover against most of your liability to tax and duty in the event of your premature repatriation from overseas
- ☐ Naafi will normally finance freight charges and local import duty if you are posted abroad
- ☐ Deposit saving to facilitate future purchase and reduce the HP cost
- ☐ Private sale HP between members of the Services in UK and Germany

Consult Naafi about your next car, caravan, motor cycle, scooter, boat or insurance. Cash or credit. Your own organisation gives you a better deal

ASK YOUR NAAFI MANAGER FOR LEAFLET OR ORDER FORMS OR COMPLETE AND POST THE COUPON BELOW

Manager, Car Sales Branch, Naafi, London SE11 5QX

Please send me details of Naafi facilities without obligation. I am interested in

New car (state model) Rank

For use in (state country)

☐ New touring caravan ☐ Deposit savings scheme

☐ Used car ☐ Insurance

☐ New motor cycle ☐ I wish to pay cash

☐ Boat ☐ I wish to use Naafi HP

Please tick whichever applies

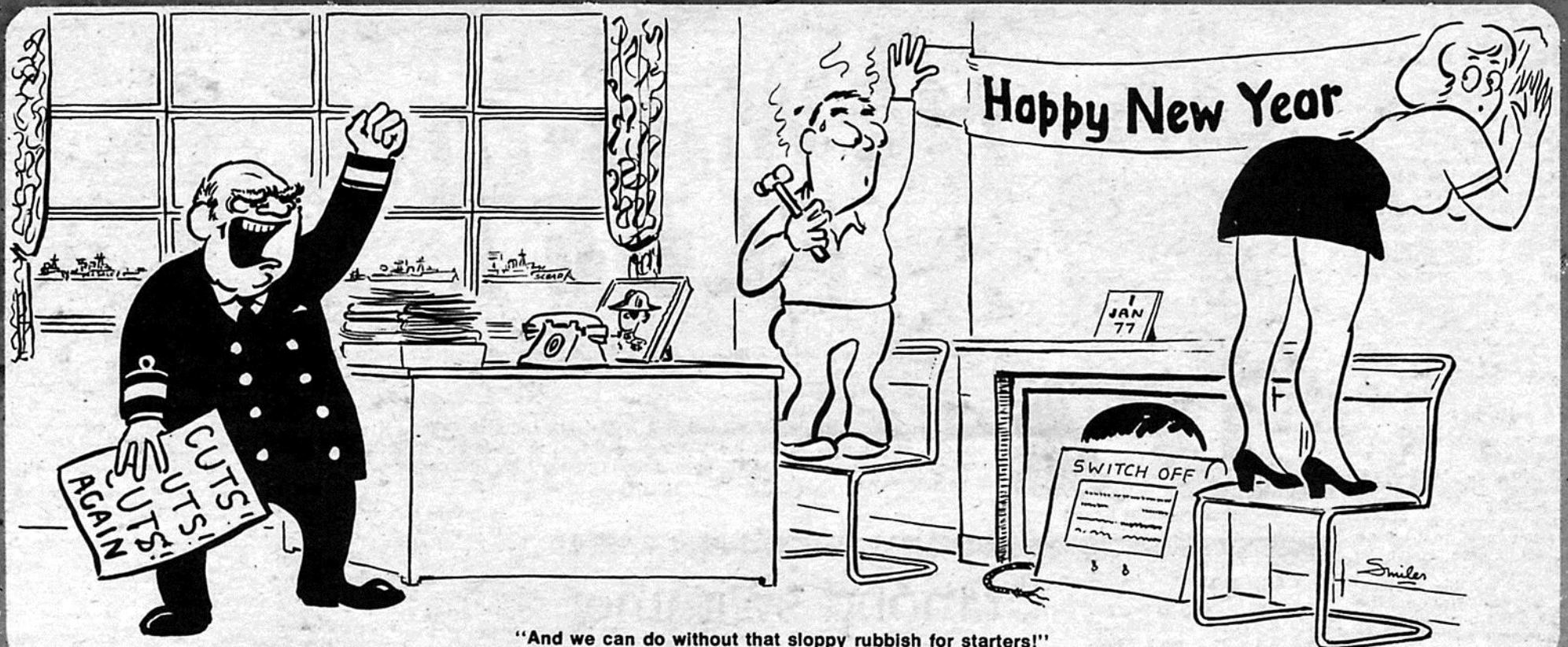
Name

Address

Tel. No.

block letters please

AF



"And we can do without that sloppy rubbish for starters!"

NEWSVIEW

Chop, chop — what next?

Just over ten years ago, the First Sea Lord (Admiral Sir David Luce) threw in his hand "because of his inability to accept the decision of the Cabinet on the future of aircraft carriers."

In the succeeding decade, defence decisions might well have produced a procession of departures — if resignations could have achieved anything.

The Royal Navy faces the New Year wondering not only where the latest economies will be made, but in view of recent history, where the next, and the next, and the next will fall. A Defence Review to end all Defence Reviews has its parallel in "the war to end all wars."

So, where do we go from here?

The nation is in a financial mess, demanding spending cuts to an extent which arouse anguish among all who find themselves as a major target. Defence is only one.

'MEDICINE' SHARED

Had the Armed Forces spending not been included in the latest round of economies who could say to what extent the country would have swallowed the total dose? In fact, the highly vocal anti-defence section regard the defence cuts not as a real sacrifice, but a mere sop to make the package look right.

Perhaps that is the way in which the Royal Navy should regard the situation — just stay calm, get on with the job, and see how the cat jumps.

The Armed Forces leaders are reported to have made their views clear, misgivings are voiced throughout the Western Alliance, and defence jobs crumble away, but unless something happens to arouse the country on where the future lies, many people will just go on worrying about paying for the meat and groceries.

PRESTIGE UNDIMMED

A crisis almost came upon us when the Icelandic "dogdems" revealed the Fleet's weakness, and who can say when a disaster-short-of-war will bring realisation of the issues which must be faced?

The Royal Navy still has a prestige undimmed, and a role which is probably better understood by the ordinary voter than that of any other service.

Evidence of the regard for the Navy, and of the vital need for its preservation, lies in some of the political courage which has been demanded even to keep it at today's diminished strength.

With every succeeding crisis we are getting nearer to the final crunch. It is at sea, with its fish and its oil, where events may yet provoke an urgent examination of the present course.

Perhaps the Navy's real strength...

When a naval invitation causes a puzzled frown and a hasty thumbing through "Jane's Fighting Ships," it seems a good idea to fend off all other commitments and accept.

Thus it was that a Navy News representative found himself on the jetty at Chatham, gazing at one of the least martial of Her Majesty's ships — the Wakeful.

Without a gun in sight, and definitely "mini" by warship standards, she was all painted and buffed up for recommissioning and blessing.

The ship's company, numbering fewer than 30, looked almost outnumbered by the Royal Marines Band and certainly by the assembled families and guests, but as the service began the traditional scene took on a special significance.

The gathering was in a quayside shed, from which those present could look through the big open doors to the Wakeful, alongside in the winter sunshine.

Solemn moment

"Top brass" in the form of the Flag Officer Medway, Rear-Admiral Christopher Bevan, added official distinction to the occasion, and amid gold braid, band, number ones, and ladies in special hats, the commanding officer, Lieut.-Cdr. Kenneth Mann, read the commissioning warrant.

All turned for the solemn moment as the Ensign and Jack were hoisted, and the commissioning pendant broken.

Then from the Captain came the familiar words, "Seeing that in the course of our duty we are set in the midst of many and great dangers, and that we cannot be faithful to the high trust placed in us without the help of Almighty God, let us unite in seeking His blessing upon this ship and all who serve in her."

The address is well known to all members of the Royal Navy, but in the absence of compulsory church parades one could not help wondering how many of all those present could sing even "Eternal Father" without looking at the words on the card.

Someone had mentioned earlier, "Many children nowadays can't even say the Lord's Prayer."

Perhaps, in the absence of regular worship, the prayers had a particular freshness, and an emphasis for both sailor

and family that men of the sea could never be regarded as having an "ordinary" job.

"We give thanks for the seamen of our nation; for all who in great or small ships have braved the perils of the deep... Make us ever mindful of the needs of others."

No empty phrases these, in the remembrance of the Cod War, H.M.S. Reward, and H.M.S. Fittleton.

And finally, of course, came the Naval Prayer.

"Preserve us from the dangers of the sea and of the air, and from the violence of the enemy, that we may be... a security for such as pass on the seas upon their lawful occasions."

H.M.S. Wakeful, built as a ship of peace, looked cut out for continuing like that, whatever ensign she wore:

The nature of the vessel gave emphasis to what is possibly the underlying strength of the Royal Navy — the role in peace or war of patrolling the seas, bringing always that sense of security and the hope of aid for the distressed.

Within minutes, the service was over, the sons, dads and families quickly throwing aside that slightly guilty sensation of having been brought momentarily before the Unseen.

In the relief of the glass of wine, and the giggles of the cake-cutting, tension was relieved into prompt forgetfulness.

But such gatherings do tend to come to mind again, indefinably linked to a part of our being which is deeply rooted in the nation's character.

"Hold fast that which is good," said the prayer.



H.M.S. Wakeful, built by a Selby (Yorks) firm of shipbuilders, was operated as a salvage vessel by Swedish companies under the names of Herakles and Dan, before being bought by the Ministry of Defence.

Refit at Chatham (the first since she was commissioned as the Wakeful in 1974) lasted a year, and the ship is going on to Rosyth after

sea trials off Portsmouth. It is expected that she will be engaged in fishery protection duties.

Having been designed for civilian use, the Wakeful's accommodation is unusually good for an R.N. ship. She is a powerful vessel, having once towed a 100,000-ton tanker at six knots.

Picture: L/Wren Joan Roberts.

JERSEY AND SHETLAND ON SHOW

In a class of their own . . .



The first of the Island class offshore patrol ships, H.M.S. Jersey (below) passes a Transworld rig in Kirkcaldy Bay, Fife, on her way to the North Sea.

The 1,250-ton Jersey set off on her first operational patrol from Rosyth a few hours before the third of the class, H.M.S. Shetland, was launched in Aberdeen (left).

Tasks of the Jersey will include patrolling offshore oil and gas installations, as well as fishery protection. She is armed with a 40mm Bofors cannon and is

fitted with comprehensive communications equipment to enable her to operate with major warships of the Royal Navy and R.A.F. aircraft employed on the offshore tasks.

By the end of 1977 all five Island class ships are scheduled to be operational.

The launching ceremony of H.M.S. Shetland was performed from Messrs. Hall Russell's yard in Aberdeen by Mrs. Tait, wife of Vice-Admiral A. G. Tait, Flag Officer Plymouth.

The second ship of the Island class, H.M.S. Orkney, is now fitting out.



Picture: Wren J. Berrington

SUEZ 'FIRST' FOR OSIRIS



The patrol submarine H.M.S. Osiris returned to Britain for Christmas after a three-month deployment in the Middle Eastern waters, having navigated the Suez Canal in both directions.

She was the first British submarine to make the canal passage since it was re-opened in 1975.

During the deployment the Osiris visited Malta, Alexandria, Karachi, Athens, and Gibraltar. She exercised with British and Allied warships and took part in Exercise Midlink in waters off Pakistan.

During a self-maintenance period in Karachi the boat was visited by the Flag Officer First Flotilla (Vice-Admiral A. S. Morton).

Among other visitors was Mr. Ron Cloudsley, manager of the Beach Hotel, Karachi, seen in the picture (left) presenting a cake to the commanding officer (Lieut.-Cdr. D. Littlejohns). In return, Mr. Cloudsley was presented with a ship's badge.

Also in the picture are Sub-Lieut. Muscroft, LS Williams, LOEM Bowman, and two members of the hotel staff.

Start the New Year right with an allotment to BERNARDS

BERNARDS provide by far the biggest and best service available to the Royal Navy and Royal Marines through naval traders.

Through **BERNARDS** uniform and civilian clothing is readily available and a host of other items for personal use and the home including a first class gift service.

BERNARDS have 25 branches at home and abroad as listed below and these hold a record of a customers' account and may be used to make purchases from. For those temporarily out of touch with a branch the Head Office provides a comprehensive Mail Order Service.

For full details of credit terms call in at the nearest branch or write to Head Office and remember on every aspect of quality and service — You Really Do Buy Better At BERNARDS.

C. H. BERNARD & SONS LTD.

Anglia House, Harwich, Essex
Telephone Harwich 2281

And at Devonport, Plymouth, Portland, Portsmouth, Chatham, Harwich, Grimsby, Dunfermline, Helensburgh, Waterlooville, Havant, Newhaven, Lossiemouth, Arbroath, Brawdy, Culdrose, Yeovilton, Gibraltar, Valletta and Sliema — Malta, H.M.S. Pembroke, H.M.S. Dolphin, H.M.S. Daedalus, H.M.S. Neptune, H.M.S. Cochrane.

I stood in Venice, on the Bridge . . .

H.M.S. Fearless seems to be carrying out an awkward manoeuvre during her visit to Venice — but it is an optical illusion. There is in fact, more distance between the two bridges than it seems!

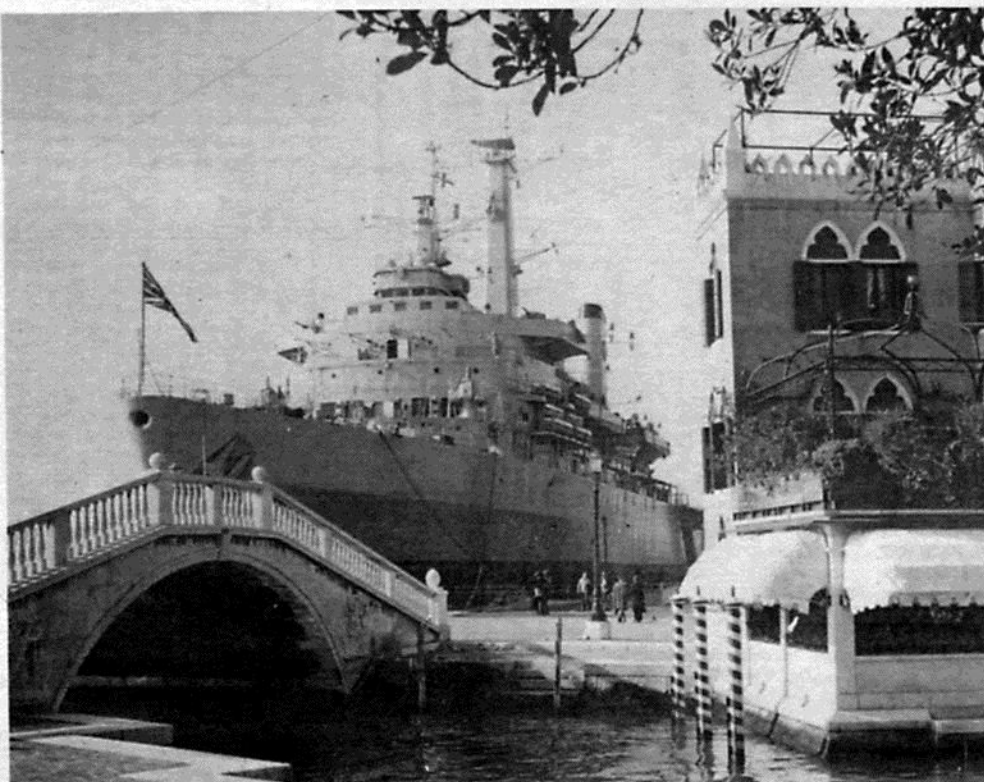
Earlier in her Mediterranean deployment, the Fearless visited Toulon, where she was represented at an Armistice Day ceremony at the Monument du Mort. Capt. L. A. Bird, commanding officer of the assault ship, laid a wreath to fallen comrades, and a Royal Marines guard and the Band of the Prince of Wales Division were present.

In Marseilles, a Remembrance Day ceremony was attended by a Royal Marines guard, who were warmly welcomed by the small British community in the French port.

Other activities held by the ship while she was in Toulon included a party for local children.

During its embarkation in the Fearless, 846 Naval Air Squadron took part in Exercise Wild Thyme in Malta and "B" Flight — known as "Braaten's Boys" — celebrated their 1,000th deck landing on board the ship. The nick-name derives from the flight commander, Capt. Tom Braaten, who completed the landing.

Picture: POA (Phot) Peter Holdgate.



RNSETT?

What's RN

The Royal Naval School of Educational and Training Technology. Well, it is quite a mouthful, so perhaps it's not surprising that few people in the Navy can spell out the title — and even fewer can describe the work which goes on in the offices, classrooms, and studios on three floors of Jervis Block in H.M.S. Nelson, Portsmouth.

To the uninitiated, the acronym may conjure up thoughts of a recruiting slogan for the Women's Royal Naval Service ("Join the Wren Set!"), while someone with a vague idea that RNSETT has something to do with television in the Navy may be tempted to make a crack about "Rent-a-set" . . .

One aspect of the School's activities does indeed have "something to do with television," which as an audio-visual aid is invaluable in the classroom. And, as millions of viewers know, television can inform and entertain, bringing the whole wide world into your home, at the flick of a switch.

Another facet of RNSETT's work is not so easily recognised or understood. It involves what is known as training management, an organization which has developed as a result of the far-reaching changes in the Royal Navy over the past 40 years.

In the old days a youngster learned his trade by working alongside a trained man, gaining first-hand experience, and picking up the bad points as well as the good . . . The modern system involves carefully produced training courses tailored to the requirements of every junior — cooks and prospective nuclear submariners alike. The use of this technique of training design is widespread and has been used in a diverse range of subjects, including basic English and mathematics education, first aid training, practical skills training, and seamanship training.

RNSETT's training management organization does not look for work — the staff do not go out of their way to find faults in courses designed by their colleagues in training establishments, for example — but they are the experts in the field and they are always on call to give advice.

A change in the structure of a branch, the introduction of new equipment, manpower changes, or a re-think of Command policy all have dramatic effects upon the Navy's training requirements and whenever such a change calls for an amended training programme, or the provision of a completely new one, Training Management gets the job!

Every junior technical rating in the Royal Navy will be familiar with the On Job Training Task Book, which plays a vital role in every skills training programme. Each book contains a check-off list of tasks which must be tackled one at a time, although not necessarily in any special order. In this way a trainee gains experience and confidence and by the time he has completed all the tasks he can be said to be up to the operational standard required of him, and therefore ready for advancement.

On Job training effectively bridges the gap between the standard a trainee can achieve on completion of training ashore, and the standard he is required to achieve in order to carry out his job under operational conditions afloat.

In the majority of cases a man cannot be expected to reach his operational performance standard, because of training restraints — lack of time, money, or equipment — and because even the most sophisticated simulators cannot recreate certain operational situations, such as a replenishment at sea.

The onboard training example illustrated here shows JMEM Steven Davey receiving instruction from CMEM David McCann in the machinery control room of H.M.S. Apollo.

Look inside a RNSETT classroom and you could discover a complete cross-section of the Royal Navy. From petty officer to commander, from catering courses to nuclear warfare, they all come together here.

The staff of 30 is as diversified as the students: in addition to the Royal Navy, officers come from the Canadian Forces, the Army, and the Royal Air Force, while the senior rate instructors are from all branches, including the Royal Marines.

Among those learning about "The Process of Test Analysis" when the picture was taken, was a petty officer whose job

it is to analyse catering courses in H.M.S. Pembroke; a chief petty officer involved with assessing the helicopter flight control simulator in H.M.S. Daedalus, and a fleet chief from H.M.S. Excellent.

The officers included one who writes and marks examination papers for MEM courses in H.M.S. Sultan, another who assesses students and courses in weapons systems at the Polaris School, Faslane, and a third who is on a nuclear course at the R.N. College, Greenwich. And then there was the R.A.N. officer gleaming information to take back to his research unit in Australia . . .

Below: RNSETT training management courses include three-day seminars for management — captains and commanders involved in Ministry of Defence, Command and establishment staff positions — and acquaint them with current training systems. The officers in this group included the captains of H.M.S. Excellent, the gunnery school, and H.M.S. Pembroke supply school.

The organization acts in a consultancy capacity in the development, structure, and manning of training throughout the R.N., and W.R.N.S., and anyone w

Nowadays, with high inflation and more and more complex equipment, the Navy has to train people to greatest effect at least cost. This means better analysis of training needs, better course design and better management. RNSETT's contribution is twofold — training is provided for job analysts, designers, instructors and training managers, and a consultancy service is available to help practitioners with a large variety of training problems.

Cdr. Kenneth Cropper
Officer-in-Charge

Each year m
undergo t
Students r
rates and
and assess
nique and u
Present can
ongoing des
lishments an
of Lynx heli
to leadership
Arthur.
RNSETT staff
attempts to
techniques o
from the Fle



Pictures by members of No. 8 Petty Officer Photographer qualifying course, Advanced School of Photography, H.M.S. Excellent

LA(Photos) Peter Northcott
Jess Schwartz
Mick Bergin
Jack Dewis

"Teaching the teachers to teach" is one of the vital aspects of RNSETT's work — and it's not as egotistical as it sounds!

Many of the 60 or so new-entry Instructor Branch officers who join the Royal Navy each year are qualified teachers. Some have experience of teaching in schools, but few — if any — have experience of teaching in the Royal Navy. And that's a very different matter . . .

After their initial course at the R.N. College, Dartmouth, the new-entry officers attend a two-week course at RNSETT before spending six weeks gaining practical teaching experience in a training establishment. Throughout this period they are under the supervision of RNSETT staff and they complete their "acquaint" course with another two-week visit to the School.

That's the pattern for the professional teachers, but RNSETT also runs courses for ships' divers, fire-fighters, gunnery instructors, ops room personnel, Wren education assistants and dental hygienists — anyone, in fact, who is involved with passing on skills or knowledge, either in the classroom or on the "shop floor."

Nothing is too big for RNSETT to handle. Wren Joan May doesn't use this oversize slide rule in the RNSETT office where she works — it's just one of the School's more unusual teaching aids.

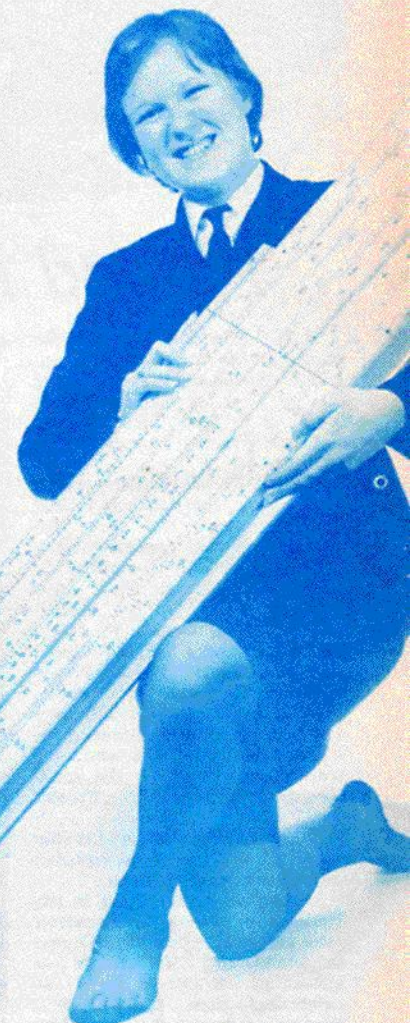


TASK 4. Operate main engine controls as ordered by MCR
REF: Onboard Training

COM	
<input type="checkbox"/>	a. Change from primary to secondary control
<input type="checkbox"/>	b. Change from secondary to local control
<input type="checkbox"/>	c. Operate main engine control locally on orders from MCR

Examiner
(COM)
Date

* The Royal Naval School of



RNSETT? *

more than 1,000 people training within RNSETT. range from captains to able seamen, and cover a wide range of courses from design to instructional technology of television.

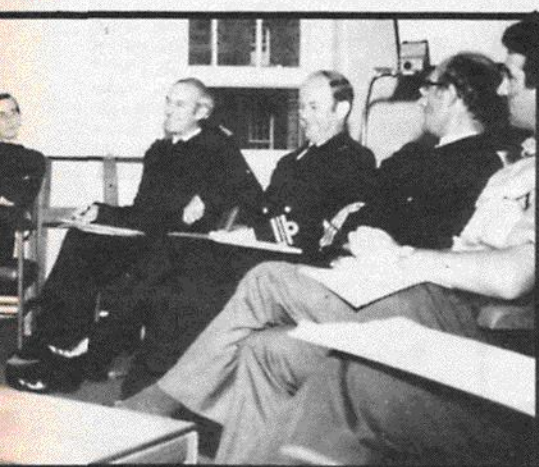
consultancy work includes design work in most establishments and ranges from the training of helicopter pilots and observers to training at H.M.S. Royal. are also involved in current to improve on-job training and obtain better feedback on trainee competence.

All these activities are aimed at fostering effective training with the maximum of economy. In order to achieve these goals it is essential for the Navy to know exactly what training it needs and to apply the best training practices in design and management. This is what training technology is all about.

Last but not least, RNSETT maintains regular liaison with other services and many commercial, industrial, and educational bodies in the U.K. and abroad. This exchange of information on training and education helps the School to keep abreast of, and to contribute to, new techniques and developments.

urgent problem can get advice simply by telephoning RNSETT. Other problems can be dealt with by correspondence or visits. Help is readily available in other ways, too. One-day presentation technique courses are held for any officer or rating who has to give a lecture or presentation, on any subject. Even if the content of such a presentation is faultless, the actual delivery may leave a lot to be desired — and that's where a "dress rehearsal," followed by a session of constructive criticism, pays dividends . . .

Picture: LA(Phot) D. Wigfield



Above: Getting a close up of the action at H.M.S. Phoenix, the Navy's fire-fighting school is CPOA (Phot) Eric Hawkes, of the CCTV Section at RNSETT. Training aid video tapes made on location in this way can be used in any ship or establishment with playback equipment to give students an appreciation of a training course. Nothing can replace the experienced gained by actually fighting a fire, but such a tape can at least give trainees an idea of what they are letting themselves in for!

In many cases, however, television can add to the quality of training by bringing aircraft, ships, and submarines into the classroom — with the added advantage of the zoom, or close-up facility, which can take a whole class into an otherwise inaccessible corner.

Left: The control console is the nerve centre of the RNSETT CCTV studio, where vision and audio inputs are monitored, selected, and "mixed" into a television programme. As well as being used in this way as an audio-visual training aid, television is used in the Navy for recreational purposes, especially on board the larger ships which have their own studios and closed-circuit relay equipment.

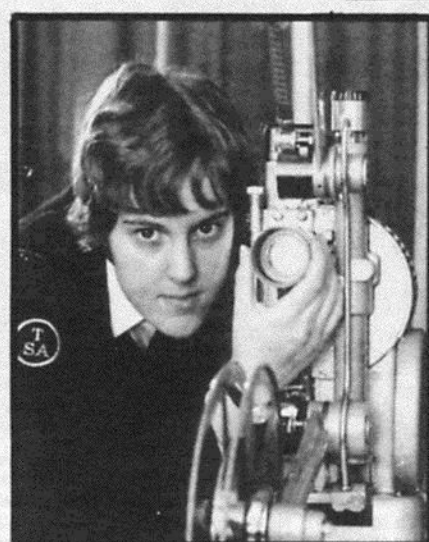
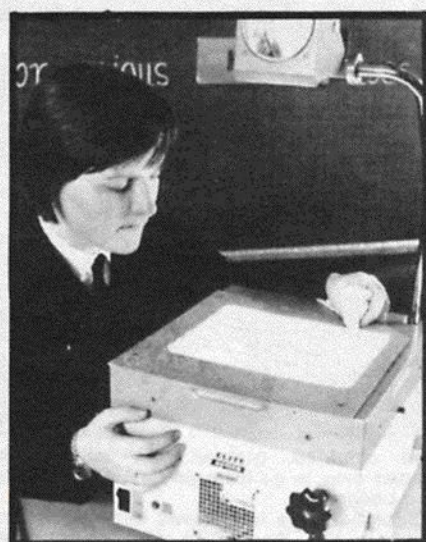
MORE THAN JUST CINE OPS . . .

The introduction in June, 1975, of the title Training Support Assistant recognized the fact that Wrens who qualified as "cinema operators" actually did far more than operating projectors. Film projection — as demonstrated, below right, by Wren Helen Kinson — and film splicing are still undertaken by T.S.A. Wrens, but these tasks now form a minor part of their training.

RNSETT is a part II training establishment for T.S.A. Wrens and

each year about 30 girls are trained to produce visual aids, including display boards and "vugraphs" for use with overhead projectors, as seen in the picture below, with Wren Ann Smith.

The use of audio-visual aids plays a significant part in training today and RNSETT acts for the Royal Navy in an advisory capacity for the evaluation of training "hardware," including overhead projectors, slide projectors, tape recorders, and loop films.



From "Analysis Performance Problems" to "Taxonomy of Educational Objectives" . . . You name it, and if it concerns educational and training technology, there's a fair chance that RNSETT's comprehensive reference library will have it.

The library has about 2,000 books in stock, and new publications are ordered as required. All books can be borrowed by anyone involved in training in ships or establishments.

Chief Wren TSA Ann Hodson is the RNSETT librarian, but her section is more than a library. As well as books, a wide range of audio-visual equipment is available on loan.

Leading Wren TSA Eve Sherman was assisting in the library when this picture was taken.



The teams who operate the cameras and make the programmes on board are trained at RNSETT in aspects of production techniques, including camera handling and script writing.

"Match of the Day" fans will all be familiar with the action replay technique and it is this system which is used to help instructors to polish up their presentation. Every word and action recorded on video tape during a lesson or lecture can be replayed afterwards and discussed with RNSETT advisers.

The system of self-analysis is clearly illustrated in the picture (left), which shows the television officer "doing his own thing" . . .

Bottled cheer!

About to do a spot of bottle bashing is Rear Admiral J. O. Roberts, Flag Officer Naval Command. He was invited to the King's Arms public house at Yeovil to witness the counting of money raised in the pub for local charities.

On the Admiral's right are Mr. and Mrs. Gary Gordon-Seymour, landlord and landlady of the King's Arms.

The pub is popular with sailors from R.N. air station Yeovilton, many of whom contributed towards the £190 which will be shared by a children's home and a school for handicapped youngsters.

Photo: PO(Phot) L. R. Warr.



Bad language can be profitable, as the renal unit at St Mary's Hospital, Portsmouth, found out recently. The unit benefitted by £156 when giant bottles and beer mugs full of money — much of it raised by swearing fines — were opened at the H.M.S. SULTAN CLUB, Gosport.

The money was presented to Mrs. O. M. Webster, nursing officer in charge of the renal unit, which serves patients throughout the Wessex Hospital Region.

HELPING HANDS

POCEL Chris Lintern and POSA Mike Jones walked the 40 miles from H.M.S. KENT in Portsmouth Dockyard to Worthing to raise money for

charity. Their efforts, which saw them complete their course in 11 hours, netted £108.

£££

A sponsored relay by a cross

country team from BRITANNIA ROYAL NAVAL COLLEGE, Dartmouth, earned £164 for the Ilfracombe branch of the Royal National Lifeboat Institution.

Lieut. Keith Deathridge, Sub-Lieut. Mark Harris, Lieut. Steve Beasley R.M., and Midshipmen Tom Chambers, Chris Hawes and John Connell each ran four legs, each of about four miles. They ran from the college to Ilfracombe over steep hills made tougher by constant driving rain and strong winds.

£££

Sponsored activities by the ship's company of H.M.S. AMBUSCADE raised enough cash to buy a colour television set for Homeleigh, a home for mentally handicapped children at the ship's affiliated town of Crewe.

£££

Ratings from the Ordnance and Control Schools at H.M.S. COLLINGWOOD distributed collection envelopes for the Spastics Society to a large number of houses in Fareham, Hants. Later the same week the ratings

recovered the envelopes, raising a total of £131.

The money will go towards providing a holiday hotel in Bognor Regis for spastic adults from the Fareham area.

£££

Latest contribution from H.M.S. ESKIMO for the Guide Dogs for the Blind Association, the ship's adopted charity, was handed over recently. The money, £530, was raised during seven months of duty in the West Indies, South America and the United States.

£££

A very successful sponsored slim by the Wrens of H.M.S. ROOKE raised £75 for various muscular dystrophy and cancer charities.

£££

Vocalist Joan Regan received a cheque for £500 for the Guide Dogs for the Blind Association when she visited H.M.S. PEMBROKE recently. The presentation was made in the regulating staff mess, which was responsible for raising the cash.

£££

Seven ratings and Wrens from H.M.S. MERCURY completed a sponsored horse ride from Denmead back to their establishment near Petersfield. The seven finished the ride despite a violent hailstorm, and raised £200 for a Christmas party for old people at Wecock Farm Estate, Cowplain.

£££

A Christmas cake made on the Royal Yacht BRITANNIA was presented to Young Ward at the Royal Portsmouth Hospital.

£££

Since adopting the Earlybird group — the Friends of West Dorset Handicapped Children's Development Centre — the Fleet Chief and CPO's mess of H.M.S. OSPREY has been gathering funds towards a soft play area for the child development unit of Portway Hospital, Weymouth.

The play area, which consists of large shapes of covered foam and cost £759, was formally handed over to the unit by mess president FCPO Stan Cox and CPO Reg Whitear, a member of Earlybirds.

The vital importance of your first civilian home.

As everybody knows the best possible investment is property, especially new homes. Where else can you find a disposable asset which is constantly increasing in value. For example, the average price of a new home in *1970 £5,100, by 1975 the average price increased to £12,600 and that increase is at a much higher rate than can be said for most other methods of saving, about 18% per annum average.

Throughout Great Britain Comben Homes are building over 50 developments. Each home has either full or partial heating, labour saving fully fitted kitchen, well proportioned rooms, grassed front gardens, usually a garage or car port - and all at no extra cost. The developments are thoughtfully laid out and attractively landscaped. There is often a furnished show house and exhibition area where our trained Project Sales Managers will be pleased to meet you.

We feel sure you'll want to find out much more about our new homes and developments - send now for your Home Purchase Brochure.

A little time now could be worth a lot later on.



*Nationwide Building Society Statistics

Send this coupon NOW!

Please send me quickly and without obligation all the details on Comben Homes.
Comben Homes Ltd., 26/32 Park Row, Bristol BS1 5JL, England. Tel: Bristol 297006

Name

Address

Tel.



TEAM TIGER

When H.M.S. Tiger berthed at Hull for a recent Meet the Navy visit, it was met by the Team Tiger cyclists, who held a sponsored ride from Rosyth to Hull.

The 250-mile journey netted the team £250 for charity, and £50 was presented to Age Concern in Hull. The remainder will go to an old people's home in the Portsmouth area.

In recognition of the team's efforts, the ship was presented with a brand new racing cycle by Hull cycle dealer Mr. Colin Campbell.

Photo: LA(Phot) R. Dobson.



When the ship's company of H.M.S. Beagle discovered some spare canteen funds, it was decided to hand the money over to charity. But which charity? Navy News was asked for a suggestion, and remembered that Ford Lodge, the old people's home at Moorings Way, Portsmouth, needed money for a new television licence.

But when CMEM Brian Goldacre investigated, he found that the licence had already

been obtained. Instead, the money was handed over to go towards a new minibus for Ford Lodge.

Chief Goldacre is pictured here presenting £20 from the Beagle to Mr. Terry Pugh, officer-in-charge at Ford Lodge. Looking on are PO Andy Pegden (left) and PO Anthony Cahill.

H.M.S. Beagle, a coastal survey ship, is in refit in Portsmouth Dockyard.

Photo: The News, Portsmouth.

JACK

by TUGG



Promotions

Authorizations for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:

OPERATIONS BRANCH (SEAMAN GROUP)
 To CPO(M) — R. J. Lennox (Juno), M. Allen (Tartar).
 To CPO(S) — A. M. Williams (Vernon).
 To CPO(D) — C. A. R. Peters (Vernon, SSOT).
 To CPO(SEA) — A. F. Midwinter (Vernon).
 To CPO(PT) — W. Rosewell (Sultan).
OPERATIONS BRANCH (COMMUNICATIONS)
 To CRS — P. G. Ewins (RAF Thatcham).
 To CCY — J. A. Casemore (Ajax).
REGULATING BRANCH
 To MAA — K. I. Roland (Afriston), F. R. Hookway (CINCNAVHOME).

SUPPLY & SECRETARIAT
 To CPWTR — D. S. Rule (Brighton).
 To CPOA — R. G. Key (Collingwood).
 To CPOCK — R. K. Palfrey (Raleigh), R. C. Smith (Collingwood).
 To CPOSTD — R. A. Sadler (Nelson).
WEAPONS ELECTRICAL
 To CCEL — F. R. Norman (Collingwood).
 To COEL — R. G. Key (Collingwood), W. D. C. Murdoch (Bulwark).
 To CREL — R. Rowley (Nelson, SMA).
 To COEAM — D. J. O'Brien (Revenge).
 To COEAM — D. J. O'Brien (Revenge).
 To ACCEA — R. J. Taylor (Repulse).

MARINE ENGINEERING
 To CMEM — D. French (Excellent), H. Wardrop (Caledonia), A. Williams (Nelson, SMA), M. W. Blomeley (Onslaught), M. D. Dunn (Dolphin, SMS), J. Wellington (Cochrane), N. Pearn (Kent), G. A. White (Ark Royal).
 To ACMEAN(P) — F. W. Barnes (Andromeda), M. A. Barker (Raleigh), P. E. Laing (Courageous), J. R. Pearson (Nelson, FMG), A. E. Frost (Sultan), J. E. Proctor (Tamar), J. F. Kirk (File).
 To ACMEA(P) — C. C. Leggett (Dreadnought), P. C. Kelly (Sovereign), R. G. Kite (Caledonia).

FLEET AIR ARM
 To CPOA(AH) — W. A. Ternent (Ark Royal).
 To CPOA(AE) — K. C. Leslie (Heron).
 To CREL(A) — P. A. Lilley (Daedalus, AES).
 To ACA(AE) — M. Watson (Osprey).
 To ACAM(AE) — P. A. Lynch (Daedalus).
 To ACELMN(A) — B. L. Griffin (Seahawk).
W.R.N.S.
 To CWREN SA — S. Bashford (Nelson).
 S. A. Smyth (Drake).

POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate," i.e. men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basis date) is the number of men who have been advanced during November. Extracts of W.R.N.S. Advancement rosters are given where an examination is required to qualify for the higher rate. W.R.N.S. ratings in the MT, TEL, EDUC, D HYG, and QA categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW)/RS(W) — Int (12.9.75), Nil.
LS(EW)/LRO(W) — Dry, 2, PO(M) — Int (16.1.75), 3, LS(M) — Dry, 12, PO(R) — Int (11.4.75), 6, LS(R) — Dry, 12, PO(S) — Int (11.12.75), 3, LS(S) — Dry, 5, PO(D) — Dry, 1, LS(D) — Dry, Nil, PO(MW) — Int (21.3.75), 1, LS(MW) — Dry, Nil, PO(SR) — Dry, Nil, LS(SR) — Dry, Nil, POPT — Int (7.7.75), 3, RPO — 117, Nil.

RS — 178, Nil, LRO(G) — Int (12.12.75).
CY — 192, Nil, LRO(T) — Int (16.3.76).
PO(S)(SM) — Int (25.7.75), 4, LS(S)(SM) — Dry, 5, RS(SM) — Int (18.3.75), 2, LRO(SM) — Dry, Nil, PO(UW)(SM) — Int (21.7.76), 3, LS(UW)(SM) — Dry, 1, POMEM — Dry, 18, LMEM — Dry, 47, POCEL — Dry, 2, LCEM — Dry, 14, POCEL — Int (24.6.76), 4, LOEM — Dry, 18, POEL — Int (15.8.75), Nil, LREM — Dry, 19, POWTR — Int (18.9.74), 7, LWTR — Int (20.11.75), 15, POSA — 122, 3, LSA — Int (18.11.75), 10, POCK — 289, Nil, LCK — Int (4.9.74), 12, POSTD — 186, 10, LSTD — Dry, 20.

POMA — 97, 9, LMA — 71, 12, POAF/POAM(AE) — Int (19.6.74), 8, LAM(AE) — Int (25.7.75), 12, POEL(A) — 77, 1, LEM(A) — Int (4.3.75), 6, POEL(A) — Int (16.7.74), 3, LREM(A) — Int (28.7.76), Nil, POEL(AW) — Int (4.12.75), 9, LEM(AW) — Int (26.11.75), 10, POA(AH) — 121, Nil, LA(AH) — Int (1.10.75), Nil, POA(SE) — 461, Nil, LA(SE) — Dry, Nil, POA(PHOT) — 391, Nil, POA(MET) — Int (5.11.74), Nil, POACMN — Int (14.11.74), Nil.

POWREN (FAE) — Int (7.2.75), Nil.
LWREN AM — Int (1.11.74), 3, POWREN CK — Int (13.10.76), 1, LWREN CK — Int (1.7.76), Nil, POWREN DSA — Int (27.2.75), Nil, LWREN DSA — Int (28.2.75), Nil, POWREN MET — Int (8.11.75), Nil, LWREN MET — Int (5.6.76), 1, POWREN PHOT — Dry, Nil, LWREN PHOT — Int (7.10.75), Nil, POWREN R — Int (2.4.75), 1, LWREN R — Int (6.8.75), Nil, POWREN RS — Int (9.12.75), Nil, LWREN RS — Int (17.6.75), 5, POWREN STD(G) — 234, Nil, POWREN STD(G) — Int (20.2.75), Nil, POWREN STD(O) — Dry, 1, LWREN STD(O) — Dry, Nil, POWREN SA — Dry, Nil, LWREN SA — Int (6.4.76), Nil, POWREN TSA — 156, Nil, LWREN TSA — Int (8.7.74), Nil, POWREN WA — Int (28.11.75), 1, LWREN WA — Int (20.12.74), Nil, POWREN WTR(G) — Int (7.8.75), Nil, LWREN WTR(G) — Int (17.2.75), 5, POWREN WTR(P) — Int (4.7.74), 2, LWREN WTR(P) — Int (17.6.74), Nil, LWREN WTR(S) — Dry, 3.

Lincoln pays off

H.M.S. Lincoln sailed for the last time from her base at Devonport on November 29 for Chatham, where she paid off before going into Reserve. On board were civic dignitaries from the city of Lincoln.

BOOST FOR ROWING

Rowing in the Royal Navy is to get a boost, following a masterly exercise in British compromise demonstrated at a meeting in London of the Fleet Amenities Fund and Fleet Recreational Fund.

Control by committee means that some say yes, some say no, and others have ideas for entirely different solutions. Out of all this emerges the Master Plan.

The problem of the rowers began with an application from the R.N. and R.M. Amateur Rowing Association (Portsmouth based) for a grant of £9,250 for the purchase of racing and training boats and blades.

Talk of "70 active enthusiasts" (even with the promise of "many others interested but deterred by existing constraints") was rather off-putting for

such a large sum of money. The Sailors' Fund meeting, held earlier, had decided against any contribution.

When the likelihood became apparent that the full application stood little chance, various other suggestions were made, including the giving of £2,475 to buy two double scullers and gear.

Topsy-turvy

This seemed to suit the mood of not wishing to deny ALL help, but the debate was turned topsy-turvy again when the meeting heard that R.N. air station Yeovilton's rowing club was also

seeking a grant — £1,500 to buy racing four.

There was also the worry that if Yeovilton's enthusiasts departed, one splendid rowing boat would be left gathering dust.

However, the meeting thought they would find the cash for the boat, until someone suddenly thought, "Wouldn't it be sensible to ensure that the Yeovilton boat was of the same pattern as the Pompey boats."

Yes, indeed. Then it was back to square one again on the R.N. and R.M. application.

Why not change to another part of

their application, forget the two double scullers, and pay instead for three four-oars (one of them to be based at Yeovilton).

Mopping their fevered brows, the Grants Committee members grasped gratefully at this way out of their agonies, and if any reader has troubled to plough on through these meanderings of thought, the final sum for both applicants is a combined £5,200.

Right kit

The money should help the R.N. and R.M. Rowing Association to get the sport "back on the map", enabling the naval enthusiasts to compete against civilian organisations by having the right sort of kit.

Help will also be sought from the Nuffield Trust.

FLEET AMENITIES FUND

More cash on way for ships'

TV sets

A sum of £21,000 was available for distribution when the Grants Committee of the Fleet Amenities Fund and Fleet Recreation Fund met in London, a further £32,000 being in the Major Grants Fund (use being subjects to Trustees' approval).

Applications for consideration at the meeting totalled £31,710.

A paper from the Commander-in-Chief Fleet referred to the high cost of providing monochrome television receivers in ships, and asked if the unit cost used for assessing ships' grants could be increased from the current £65 to the more realistic figure of £80.

This being a standard F.A.F. commitment, the meeting agreed to the higher figure, the cost being reported as an increase of £195 on the £845 already provided for 1976, and an increase of £600 on the original £2,600 already agreed for 1977.

Formal approval was also

FAMILY FLIGHTS

One of H.M. ships put in a tentative inquiry concerning the possibility of getting grant aid towards the cost of family visits when the vessel was overseas.

The Grants Committee showed no enthusiasm whatever for taking on this commitment, but it was pointed out that the Fleet Amenities Fund had earmarked £600 towards the cost of insurance for family flights.

In the past six months none of the money had been spent, but there were several ship possibilities in the coming six months, and the committee agreed to extend the "under-writing" to £700 worth of insurance.

given to the annual grant of £1,250 to the Captain of the Fleet's Fund.

GLIDER GO-HEAD

Culdrose Gliding Club, who won the sympathy of the Sailors' Fund to the extent of half the price of a new two-seater machine and trailer, were successful in a plea to the Fleet Amenities Fund for the other half. This means that they now have the £8,000 to go ahead.

It was pointed out that the club was not purely Fleet Air Arm, but attracted interest from Plymouth Command and ships based there.

The Regular Forces Employment Association benefited to the extent of a £7,150 grant from the Sailors' Fund, towards expenditure for 1977, but it was now mentioned that the W.R.N.S. Benevolent Fund had only been able to provide £300 of the £400 which had been hoped for.

The Fleet Amenities Fund Grants Committee agreed to meet the £100 shortfall.

A very useful £2,000 was voted towards the R.N. Ski Club's expenses for the 1977 winter sports, the Sailors' Fund having already found £1,400, but the point was made that the application had not included information on the club's own financial resources.

Any future bid is likely to arouse a rather more probing curiosity.

SHOCK BILL

Unexpected bills are a commonplace nowadays, and the Grants Committee heard of the shock at the Royal Naval Hospital, Plymouth, when the suppliers of the piped radio and TV sound reported having sadly undercharged for the

service in the past. Instead of £175 could they please have £1,800.

Eventually, the invoice had been "discounted" down to £1,562, and the Fleet Amenities Fund was asked if they would foot this bill.

The Grants Committee heard that efforts were being made to get alternative piped sound, but that it was unlikely to be in operation before the commercial service agreement expired next April.

The Grants Committee agreed to accept responsibility for the £1,562.

GREENLAND

Other grants were agreed as follows:-

H.M.S. Figgard, laundry equipment (£550);

H.M.S. Nelson, running costs of Naval Wives' Information Service (£1,000);

H.M. ships Newcastle, Glasgow and Exeter, initial outfit of sports equipment (£450);

Joint Services Expedition to E. Greenland, help towards expenses (£250);

Joint Services Sub-Aqua Club Expedition to Mombasa 1977, help towards expenses (£200);

H.M.S. Coventry, sports and recreational equipment (£150).

TV TROUBLE

There were some "failed" applications, but it may not be the end of the road for them.

Both H.M.S. Figgard and R.N. Air Station Yeovilton would like to have a mini-bus for use on expeditions, sporting activities, and the like.

Although both the Sailors' Fund and now the Amenities Fund felt unable to advance the money, the hope was expressed that the Nuffield Trust might be able to help.

Only sympathy was offered

'BIG BAD BILL' SLAIN IN DRYAD CORRAL GUNFIGHT

The Western saga centred on the "corral" at H.M.S. Dryad — the Saddle Club's Indoor Riding School to use the formal description — was carried a stage further at the Fleet Amenities Fund meeting when guns were drawn on financial "baddies."

No human bandits were standing masked under the trees, but revenue problems were explained in terms similar to those presented at the Sailors' Fund meeting (reported in page 14).

The latest part of the rescue operation was an appeal to the Fleet Amenities Fund for help in meeting an outstanding bill of £4,000 owing to the contractors.

The meeting was told that the Dryad Welfare Committee had agreed a loan of £2,000

repayable over three years, and the Dryad Wardroom had put up a £500 interest-free loan also repayable over three years. This left £1,843 outstanding (the amount including interest at 15 per cent.).

Revenue, it was said, had recently shown a sizeable profit, and it was hoped to get the project soundly based as an interesting amenity for officers, ratings, and their families. A great deal of Fleet Amenities Fund money had already gone into the scheme, and it would be a pity if it were allowed to die.

After an exchange of views, the meeting eventually agreed to the money being granted, but there was obvious feeling that they hoped not to be called upon for further financial commitment.

Royal Naval
UNITY — LOYALTY



PATRIOTISM — COMRADESHIP

Association

Head Office
2, Lower Sloane Street
London, S.W.1

HOW ABOUT A FUND FOR THE BELFAST?

During a very enjoyable social evening on board H.M.S. Belfast, Basildon shipmates discovered that the Belfast is due to go into dock to have her bottom cleaned up. It was also mentioned that the Belfast's income did not cover the cost of her upkeep.

"In view of the fact that many branches have spent an enjoyable time aboard her, would it not be possible for a fund to be started to help in the ship's upkeep?" asks the branch secretary, Shipmate C. W. Hemmings. "Basildon would be only too pleased to start the ball rolling."

The branch now has 97 full

members and are aiming to make the 100 in the near future. The annual dinner-dance is to be held on February 5 and the standard dedication service on April 14, when the salute will be taken by the Lord Lieutenant of Essex. The new president of the R.N.A., Vice-Admiral Sir Ernle Pope, has also accepted an invitation to attend.

BRANCH NEWS

Billington & Whalley

More than 250 shipmates and 26 standards from branches in No. 10 Area took part in Billington & Whalley's standard dedication parade. The parade was led by the bands of T.S. Mohawk (the Blackburn Unit of the Sea Cadet Corps) and T.S. Lookout (Burnley Unit), while cadets from T.S. Nubian (Accrington Unit) formed a guard of honour at the Billington and Whalley cenotaphs and the saluting base.

During the service the lesson was read by Rear-Admiral T. H. E. Baird, Chief of Staff to the C-in-C. Naval Home Command, who also took the salute at the march-past. Those with him on the saluting base included the Area president, Cdr. Oldroyd, the branch president, Cdr. R. M. Eddleston, R.N.R., and a representative of the Royal British Legion, CPO(OPS) M. W. Hewitt, of H.M.S. Eaglet, was parade marshal.

After wreaths had been laid at both the Billington and Whalley memorials the parade dismissed and went to the Swan Hotel for a buffet. A social evening completed a most successful day.

Bloxwich

The extension to the lounge in the branch headquarters, Carless House, Elmore Green Road, was opened on December 10, the 35th anniversary of the sinking of H.M.S. Prince of Wales — a fact which was recalled by one of the survivors, Shipmate E. Kelly, who is now branch chairman.

Mr. J. Chidlow, a representative of a local brewery, officially opened the extension, which was

'Chummy ships' meet in final

Two close neighbours — Stratford-upon-Avon and Royal Leamington Spa — met in the final of the Lichfield Memorial Trophy competition to find the best teams at dominos, and cribbage. As anticipated, the final was a closely fought affair and after a great evening victory went to Leamington.

The trophy contest was instigated by Lichfield Branch to perpetuate the memory of a shipmate who lost his life in a rescue attempt. It is open only to branches in No. 8 Area and helps to further the "chummy ship" atmosphere by bringing branches together for the heats.

Leamington's chairman, Shipmate George Rainbow, thanked Stratford for a great competition, and also for the prizes for the raffle, which raised £28 for the No. 8 Area Welfare Fund.

Chairman of the Stratford Branch, Shipmate Ken Birch, said it was the first time that Stratford had reached the final —

and he suggested that they had let Leamington win for the sake of good relations!

The Area chairman, Shipmate John Shakespeare (yes, that really is his name — and he's a member of the Stratford branch!) thanked both branches for a splendid evening, and their contribution to the Area Welfare Fund. He also thanked the ladies of Leamington for the buffet.

A big hand was given to Shipmate Joe Singleton (Leamington) for his rendering of "Pennies from Heaven," which brought in £9 for the Fund. The assembled company responded with, "Why was he born so beautiful!"

built by the chairman, committee, and branch members.

To complete the Carless Memorial Wall in the headquarters, the branch received — on extended loan from the Walsall Town Council — an oil painting of John Carless, V.C., which has been hanging in the Town Hall. The club already has on loan from the council the ensign from the ship in which Carless died, and the brass plate from the deck where he fell. During the evening the president, Shipmate A. Toon, presented John Carless's sister, Mrs. Hursey, with a bouquet.

Ellesmere Port

To help to form closer relationships with other branches, two coach loads of members visited the Deeside and Leyland Branches.

An outing to Blackpool to see the illuminations was arranged by the welfare section for the senior citizen members and it proved to be so popular that two coaches were required. Other activities enjoyed by branch members included the Trafalgar dance and a dance organized by local combined Service associations and held in the Town Hall.

The winners of the Christmas handicap contests at darts, snooker, crib, and dominos collected their trophies at a presen-

tation dance in the club.

Ellesmere Port extends an invitation to any branch which would like to visit the club.

Grimsby

Shipmates were pleased to welcome to their headquarters, the Spider's Webb, a member of the Salisbury (Rhodesia) Branch of the Royal Naval Association, Mrs. Olive Tyson, whose husband was a founder member of that branch. The chairman, Shipmate Wilf Davy, presented Mrs. Tyson with a branch plaque and from the Mayor of Grimsby she received a borough plaque to take back to the Mayor of Salisbury.

Another popular visitor to Grimsby was the Leander-class frigate H.M.S. Diomedé. The R.N.A. organized many activities for members of the ship's company, assisted by local sports clubs. The sailors were also given free admission to a night club owned by a retired skipper who served in the R.N.V.R. in minesweepers during the Second World War.

Harrogate

Members of the Harrogate and District branches of the R.N.A. and the Association of Wrens travelled to Liverpool to accept the invitation of Capt. Charles Baker, commanding officer of Harrogate's adopted warship, H.M.S. Cleopatra.

During their visit they were shown around the ship and entertained in the wardroom, where Ruth Swain — treasurer of both branches — presented a naval crown crest to the captain, for display alongside the Harrogate town badge.

Harrogate members have also visited H.M.S. Salisbury, H.M.S. Tiger (at Hull) and H.M.S. Devonshire (at Middlesbrough). On their way home after the last of these visits the shipmates called in at Redcar for light refreshments in the R.N.A. club.

Other events on the programme include a visit to the operations section of H.M.S. Forest Moor. Later this year shipmates will participate in the Silver Jubilee review at Spithead and the memorial service afloat off Spurn Head on June 5.



Welcome to the Royal Naval Association . . . Newton Aycliffe! The youngest branch of the R.N.A. was commissioned on October 30 at the Royal British Legion Club, with shipmates from Darlington, Harrogate, Leeds, Wallsend, Sunderland, Newcastle, and Hartlepool giving their much-appreciated support.

CRUISE OF DISCOVERY

Cape Matapan will be one of the many epic battles of the Second World War covered in the distinctive narrative style of Capt. Eric Bush in a series of lectures during a "discovery cruise" by P&O's 17,000-ton Uganda next month.

An author and historian, Capt. Bush will take his listeners through the build-up and subsequent engagements at Matapan, Taranto, the withdrawals from Greece and Crete, the siege of Malta, and the landings in North Africa, Sicily, and Salerno.

P&O say that such cruises have attracted a good deal of attention and interest from those with a love of the sea and a desire to see where battles were won and lost and where history was made. Ports of call are Heraklion, Rhodes, Athens, Malta, with flights out to Venice and home from Naples.

The first social function was a dance in the Territorial Army Barracks and this successful event was followed by a visit from the Blackhall Branch.

Newton Aycliffe members have visited Darlington and Hartlepool branches and have invitations from Blackhall and Wallsend. Altogether, the branch has had a great start. It has 94 members — some of whom are pictured above after the commissioning ceremony. The office holders are: Shipmates Tom Robson (chairman), John Bald (secretary), and Vince Kilpatrick (treasurer).

Denton

The Mayor of Tameside attended the branch's Trafalgar Day dance, with other guests from the Oldham Branch, R.N.A., and the Stockport White Ensign Association. Cadets from T.S. Trafalgar piped the Mayor aboard.

COASTAL FORCES GET-TOGETHER

The Southern Branch of the Coastal Forces Veterans Association held a successful dance in the PO's Mess, H.M.S. Nelson, Portsmouth, on November 13. It was attended by about 200 members, wives, and guests from as far afield as Kent, London, Oxford, and York.

TENACIOUS PROBLEM

"It's five feet long, 15 inches wide, and bears the name TENACIOUS in red letters three-quarters of an inch thick, secured by brass screws to the mahogany board." That's the description of a ship's nameboard owned by a Californian friend of Mr. J. A. S. Watson, of Oakwood, Selkirk.

It seems likely that the board came from either the R-class destroyer H.M.S. Tenacious (1917-1928) or the Second World War destroyer of the same name, but Mr. Watson would be pleased to hear from anyone who can provide a positive identification.

Back to St Nazaire

Thirty-four years after the famous raid on the French port of St Nazaire by the destroyer H.M.S. Campbelltown, the frigate H.M.S. Antelope slipped into the Loire Estuary for a four-day visit to the town.

The mission was to pay tribute to the hundreds of commandos and sailors who died in the attack, when the Campbelltown — packed with explosives and supported by motor launches and M.T.B.s — smashed the gates of the Normandie Dock.

The commandos destroyed vital shore installations before the destroyer blew up, denying the Germans the use of the dock, which was the only one on the Atlantic coast capable of accommodating the battleship Bismarck.

H.M.S. Antelope berthed only a few yards from the

reconstructed Normandie Dock during the visit. Admiral of the Fleet Earl Mountbatten, who as Chief of Combined Operations directed the raid against St Nazaire, laid wreaths on the French war memorial and the monument to the commandos who lost their lives (see picture).

He also went out in a launch to lay a wreath in the estuary where the liner Lancastria sank in 1940. The liner was full of refugees fleeing from France when it was bombed, with the loss of more than 4,000 lives.



CAPTAIN'S DECANTER SET

£29.95

THE SET
(inc. p&p)

Includes 2 Decanters & 24 Glasses (wine labels extra)

SAVE POUNDS

SPECIAL OFFER

Captain's Decanter Set

26 pieces in Lead Crystal £29.95

Or build up a set at the following special prices:

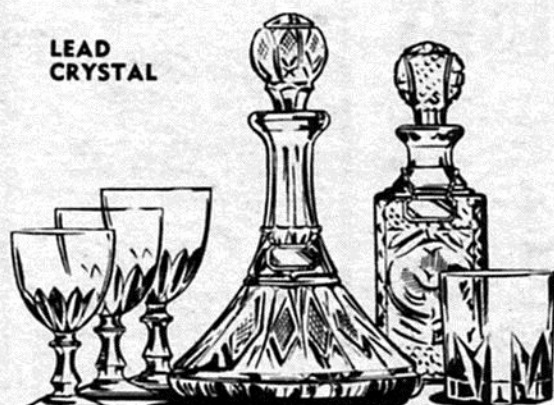
Captain's Decanter	Each £7.75
Spirit Decanter	Pair £14.00
6 Sherry glasses	Each £6.75
6 Wine glasses	Pair £12.00
6 Gin & Tonic glasses	£4.50
6 Large Whisky glasses	£4.98
Wine Labels S/plate	£5.34
Sherry/Port/Gin/Whisky/Brandy/Rum	£5.34
	Each £2.75

OR SEND STAMP FOR GIFT CATALOGUE

Name/address/cheque/PO to:

HAMPTON CRYSTAL COMPANY

Dept. N. 73 Station Road Hampton Mid-dlesex TW12 2BJ



GANGES ENSIGN GOES TO HOLBROOK

The White Ensign which was hauled down for the last time on October 28, 1976, at the closing-down ceremony of H.M.S. Ganges, has been presented to the Royal Hospital School, Holbrook. It will hang in the chapel, as a reminder of the school's historical association with the Royal Navy.

H.M.S. Ganges was associated with the training of boys for the Navy from 1866 and, over the years, hundreds of boys from the school joined the Service through the training establishment at Shotley Gate, near Ipswich.

The presentation of the ensign was made by Mr. F. L. Coombes, an instructor at the school, who joined H.M.S. Ganges as a boy in 1935. It was received by the Rev. K. Roberts, a former lieutenant-commander who is now school chaplain, assisted by the Rev. P. Moffett, who officiated at the Ganges closing-down ceremony.

Among those present was Mr. H. O. Dixon, of Chelmondiston, who joined the Royal Navy in 1895 and served for many years in H.M.S. Ganges and also at the

Royal Hospital School when it was at Greenwich. He is now 96 and was the guest of the school on this memorable occasion.

SUCCESS STORY

Former pupils of the school will be interested in news of an "old boy" who is enjoying a successful second career in Australia. Mr. Laurie Payne was a chief PTI in the Royal Navy before transferring to the Royal Australian Navy in 1968. Three years ago he left the Service to take up teaching.

He now spends some of his time coaching swimming and athletics at St Anne's and Gippisland Grammar School, in the State of Victoria, and he is proud of the fact that his teams are making considerable progress in both sports.



The Portsmouth Branch of the Royal Hospital School (Greenwich and Holbrook) Old Boys' Association meets on the first Thursday of each month at the "Tiffies" Club, Holland House, Clarence Parade, Southsea. The object of the association is to keep old boys in touch with the school and with each other and a warm welcome is extended to

all former pupils.

The main social function of 1977 will be the annual dinner and dance on April 15. Details from the secretary, Mr. Ted Wright, 258 Allaway Avenue, Paulsgrove, Portsmouth, or the branch president, Mr. C. W. Hall, 161 Stubbington Avenue, North End, Portsmouth. (Tel: Portsmouth 60407.)

'The Sweat Rag Club'

The Royal Naval Engine Room Association is now strong and healthy, thanks to a mention in Navy News (when the founders were looking for more members); the help of members of the Birmingham Nautical Club, and the generous support of members of the engine room branch of H.M.S. Birmingham.

Cdr. D. L. Rees, marine engineer officer of the new Type 42 destroyer, is the first president of "The Sweat Rag Club" and he is to be guest of honour at the first dinner and dance this month. At a tramps' ball in November the members presented a cheque for £545 to the Guide Dogs for the Blind Association.

EXETER PLAQUE

A plaque from the cruiser H.M.S. Exeter is to have a new home — on board the destroyer which was recently laid down in Newcastle and will be the sixth ship to bear the name Exeter. It was handed over during the annual reunion in Plymouth of the Battle of the River Plate Veterans Association.

Hereford

One of the branch members has handed in a First World War medal which he picked up in Plymouth on the night the PO's Mess was blitzed. The medal bears the inscription: "13135 F. H. Dunstan, CK. ? E. R.N."

It is now in the hands of the secretary, Shipmate J. S. Duxbury-Williams, who will be pleased to return it to Shipmate Dunstan, or his dependants.

Hinckley

During the annual dinner and dance the branch treasurer, Shipmate J. A. Goode, received his Life Membership card from the president, Shipmate J. C. Middleton. He has been a member of the R.N.A. for ten years and branch treasurer for seven years.

About 130 members, wives, and guests enjoyed the dinner in the Hinckley Working Men's Club. Guests included the president of No. 8 Area, Shipmate B. Beal.

Newton Abbot

A fancy dress dance and the St Andrews dance in December were both well supported and a great success. The haggis was paraded by Shipmate R. Hooper and B. Hague, and toasted by Shipmate A. Wilson. A mini sale run by the ladies made a profit of £40.

A Christmas party organized by the ladies' section was attended by nearly 60 members and friends.

Northampton

The branch standard was dedicated at All Saints Church, Northampton, in a service attended by representatives of several local ex-Service associations. Shipmates from many No. 8 Area branches, and some from other Areas, attended the ceremony and subsequent march-past, with music provided by the band of the Walsall Unit, Sea Cadet Corps.

The parade was inspected by the branch president, Capt. L. B. Charles, R.N.R., who also took the salute. Northampton Branch has been in commission two years and has a membership of 92.

Northfield

Guests of honour at the branch's tenth annual dinner were Shipmates Bernard Beale (No. 8 Area president), with Mrs. Beale; Mr. Neville Frost (managing director of Davenport's Brewery — the branch headquarters, the Bell Hotel, is a Davenport house) and Mrs. Frost. The dinner was attended by 92, with other shipmates and friends arriving later for the dance.

Sea Cadets from the local unit, T.S. Sherbourne, provided a piping party and the local Scouts' band entertained during the dance.

The Christmas dance was held at the Bell on December 11 and a "turkey and rum" night on

Patrol Service 'shrine'

The story in Navy News (November) about the opening of a "shrine" to the Royal Navy Patrol Service prompted Mr. R. S. Pye, who is now secretary of the association based at Lowestoft, to point out: "It is true that we are asking all ex-personnel of the Royal Naval Patrol Service for photographs and other material for the shrine, but they should be sent to The Curator, Europa Room, R.N.P.S. Association, Sparrows Nest, Lowestoft, Suffolk NR32 1XJ."

Another letter on the subject came from Mr. L. Stent, of 6 Ludlow Road, Cosham, Portsmouth, who is assistant general secretary and treasurer of the Portsmouth, Wales and Southern group of the R.N.P.S. Association.

"While we applaud and congratulate our shipmates in Lowestoft for their creditable achievements, we would point out that the article refers only to them."

December 23. Members meet every Thursday and would be pleased to see any new members, or shipmates passing through Birmingham.

St Helens

Friday, November 19, was a night to remember when the Kirkby Branch played hosts to Crosby, Runcorn, and St Helens shipmates for a typical "Scouser" evening of entertainment — a speciality second to none in No. 10 Area.

The occasion was greatly appreciated by members of St Helens Branch, who have no club of their own and so find it hard to keep in the swing of things. Such events enable them to renew old friendships and the officers and members wish to say a public "thank you" to Kirkby.

Wear

During an enjoyable evening in the Wallsend club, Shipmate George Dawson, presented the hosts with a Wear R.N.A. plaque.

A charity show held in the Wallsend club raised £76 for the mentally handicapped. The collection was organized by the

"Other groups of comrades banded together in the name of the R.N.P.S. have not closed their books for membership applications." He gives details of two other groups, as follows: Purley and Stratford-on-Avon — headquarters and secretary, Mr. L. A. Hannon, 93 Granville Road, Limpsfield, Oxted, Surrey; Ipswich — headquarters and secretary, Mr. R. A. Miller, 38 Newton Road, Ipswich.

By coincidence, the Navy News postbag contained a letter from Mr. Miller, who also appears to be the branch chairman. "We meet once a month at the moment to discuss ways and means of making the group a success, and to listen to new suggestions about future activities."

"We are meeting again on Tuesday, January 4, at our local headquarters, the E.U.R. Hotel, Croft Street, Ipswich. I will be only too pleased to furnish anyone with any information they require."

HOLIDAY CENTRE

The secretary of the Lord Kitchener Memorial Holiday

secretary, Shipmate R. Robson, and the vice-chairman, Shipmate T. Bland, and the compere and producer was Shipmate Alf Collings.

The annual dinner was an outstanding success, thanks to the organization of the treasurer, Shipmate W. Thornton. Buffet dances and a dinner for the branch's senior citizens were popular events, organized by the welfare officers, Shipmates J. T. Bland, T. H. White, and J. Ridley.

Willesden

A cheque for £1,000 was presented to Major-General John Sheffield, commandant of the Star and Garter Home, Richmond, by Mrs. E. Burrell, wife of Shipmate Striepy Burrell, president of the Willesden Branch. The money, which was donated by members and friends of the Royal Naval Association, will be used to modernize a room at the home.

The presentation was witnessed by some of the patients, members of the staff, and representatives of the R.N.A., including the general secretary, Capt. R. Tiddy, and Mrs. E. Tatum from headquarters.

END OF THE WHELP

The South African destroyer Simon van der Stel — formerly H.M.S. Whelp — has made her final voyage. After two years in dock at Salisbury Island she was nudged and guided by tugs across Durban harbour to the shipyards at Bayhead, where she is to be broken up and sold as scrap. The Whelp was built in 1944 and transferred to South Africa in 1952.

A mention in Navy News of the end of another old South African destroyer, the Vrystaat, brought back memories to Mr. G. Frost, ex-AB HO, of High Street, Maryport, Cumbria. Mr. Frost joined the ship, which was then H.M.S. Wrangler, when she was first commissioned.

Calling all shipmates

Mr. G. King, of 129 Gordon Crescent, Croydon, Surrey CR0 6NW, would like to contact an old shipmate, also named King, with whom he served in H.M.S. Daring in 1932-33. They were both ABs at the time and his shipmate came from Southampton.

Mr. D. Buckley, of 23 Beech Close, Hersham, Walton, Surrey, would like to hear from anyone who served in H.M.S. Jersey (1939-1941) with a view to making up a party to visit the new H.M.S. Jersey at Portsmouth in the New Year.

Mr. K. Dixon (ex-AB), of 15 Windgate, Much Hoole, near Preston, Lancs PR4 4GR, is anxious to locate Mike Naylor (ex-LS UC2), with whom he served in H.M.S. Eagle, 1969-71. After leaving the Eagle LS Naylor went to Chatham and was rated PO.

Mr. G. J. V. Richards, of 28 St Catherine's, Ely, Cambs CB6 1AP, would like to hear from any of his old class or shipmates. He was leader of Hawkins Class, 7NN Mess, Duncan Block, Chatham, in July 1934, and at the time of the Fleet Review in 1935 he was serving on board H.M.S. Frobenius. Throughout his 12 years in the Navy he was known as "Gus".

Mr. W. Trigwell, of 6 Parkers Cottages, East Lavant, Chichester, Sussex PO18 0AA, would like to hear from anyone who served with him in H.M.S. Hawkins and on the LCI's.

Mr. W. A. Green (ex-EA), of 32 Homeway, Harold Park, Romford, Essex (tel. Ingrebourne 44907) or Mr. A. W. Smith (ex-PO LTO), of 118 Rush Green Road, Romford, Essex (tel. Romford 40276), would like to hear from any former officers or ratings who served in H.M.S. Grindall (K 477, 5th Escort Group, 1943-45) and would be interested in visiting Kiel for a reunion with the former captain and crew members of U532.

Mr. R. W. (Bob) Porter, of the British Aircraft Corporation Ltd., P.O. Box 3843, Riyadh, Saudi Arabia, would like to renew his friendship with LREM Johnson and his wife, Maggie, with whom he was stationed at the J.S.T.S. Stonecutters Island, Hong Kong, until October, 1975.

Mr. Charles H. Gill, of 2 Bishops Gardens, Ellesmere Port, Cheshire L65 8DZ, would like to hear from anyone from H.M.S. Ganges or H.M.S. St Vincent who took part in the Royal Tournament at Olympia in 1936. He would also be pleased to hear from anyone who served with him from that time until 1948, when he left the Navy.

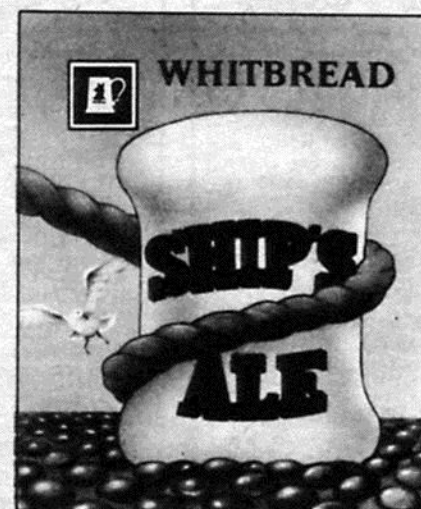
Mr. C. ("Natty") Goodwin, of 39 Valley Road, Longdendale, Hyde, Tameside, SK14 3PP, would like to contact old shipmates from the 26th Destroyer Flotilla.

Mr. Doug Stafford, treasurer of the Charybdis Association, 53 Park Road, Staple Hill, Bristol BS16 5LQ, is anxious to locate anyone who served in the cruiser H.M.S. Charybdis, which was commissioned in 1941 and lost in October, 1943.

Shipmate Frank Allison, hon. secretary of the Northfield Branch, Royal Naval Association, 39 Moors Lane, Birmingham B31 1DG, would like to contact anyone who served in H.M.S. Uganda during the commission which paid off in the United States, Christmas, 1943. He was a Boy 1st class on board and one of his nicknames was "Ergy".

Whitbread SHIP'S ALE TRADITIONAL STRONG ENGLISH BITTER

Specially
brewed for
seafarers



A Whitbread beer

CLASSIFIED ADVERTISEMENTS

ACCOMMODATION

Hampshire Court Hotel
30, Hampshire Terrace
Portsmouth PO1 2PF

Close to H.M. Dockyard and Barracks, Portsmouth railway and bus stations. Well appointed rooms with H & C handbasins, electric fires, fitted carpets, modern divan beds. Colour television lounge, own keys, car park. No restrictions. Full English breakfast

Single rooms with breakfast..... from £3.50
Double rooms with breakfast..... from £7.00
Double or twin rooms with private shower..... from £7.50

Tel. Portsmouth 23522

Brian welcomes you to the

CONNAUGHT HOTEL

2, Victoria Grove, Southsea, Portsmouth

Centrally situated for Barracks and Dockyard. We offer warm, centrally heated rooms with h. & c. basins, divan beds, fitted carpets, full English breakfast and colour TV lounge. Ideal for a visit by the family, wife or girl friend.

TERMS FROM £3.00 NIG. ITLY

Telephone: Reception, Portsmouth 26599
Guests, 812240

OWN KEYS, NO RESTRICTIONS

GARIAN HOUSE HOLIDAY FLATLETS

Self-catering flatlets near sea and shops. Fully equipped. TV, fridge, cooker, linen, etc. Ideal for a visit by the family, wife or girl friend.

Terms: Weekly £10 per person
p.m. Friday-a.m. Monday — £6 per person
p.m. Monday-a.m. Friday — £6 per person
DEPOSIT £2 PER PERSON

Minimum 2 persons or charge for 2 persons (above charges are up till 24th May only)

Own bathroom and toilet £3 per flat if available.

Curtis, 70, Festing Grove, Southsea
Tel. Portsmouth 33581**THE****WHITE HOUSE**
10 Albert Road
Devonport, Plymouth

Telephone Plymouth 51944

Bed, Breakfast, Evening Meal
TV Lounge, All Facilities
No restrictions

Penny and Bill Ruck

SUNNYSIDE GUEST HOUSE14 Worthing Road
Southsea

Tel. Portsmouth 22814

B.B. or B.B./E.M. Special weekly rates for long stays. Men on re-fit, etc., welcomed. H/C and C/H all rooms. Colour TV lounge.

TRETHENIC GUEST HOUSE

Bed and Breakfast
Evening Meals Arranged
Terms on Application

10 GORDON TERRACE
MUTLEY
PLYMOUTH 61323
Mrs. V. M. Gregory

HELENA COURT**Self Catering Holiday Flatlets**

Attractive double and single flatlets (separate kitchens), TV, hot water, electricity inclusive in terms. Winter months at low rates. Reservations now available. Canoe Lake area.

Tel. Portsmouth 32116

Prop. R. Reeves
3, Helena Road, Southsea
(Stamped envelope for reply please)

VENTORA**Self Catering Holiday Flatlets**

Fully equipped including TV. Few minutes from seafont and shops.

Mrs. Caldicott
25 Festing Road
Southsea
Portsmouth 35480

THE GABLE'S END GUEST HOUSE

13, Argyle Terrace
Sutherland Road, Plymouth
Tel. 20803
Close to railway station

BED & BREAKFAST £2.50

Own keys, no restrictions. Naval personnel, their families and friends made most welcome by CPO Walt and Sylvia Meakin

ACCOMMODATION Service personnel and dependants. Red Shield House, Park Avenue, Devonport, Plymouth. T.V. Lounge, quiet lounge, games room. Car park.

PERSONAL

JEAN of the Friendly Folk Association, The Terrace, Torquay, quickly arranges genuine introductions, all ages; anywhere. Est. 1943. Confidential. Brochure.

AUDREY ALLEN MARRIAGE BUREAU, 43a, North Hill, Plymouth. Telephone 0752-20268. Nationwide, confidential. Details sent on request without obligation.

THE MARGARET MOODY MARRIAGE BUREAUDept. N, 1008, ANLABY HIGH ROAD
KINGSTON-UPON-HULL, YORKS

The successful and efficient bureau in the North with a nationwide clientele. Scrupulously confidential and discreet. Full details under plain cover on request.

FIND FRIENDSHIP, LOVE OR MARRIAGE. All ages, areas, free details from: Dateline computer Dating, Dept. NN, 23, Abington Road, London, W8. Tel. 01-937 6503.

PENFRIENDS HOME AND ABROAD. S.A.E. for free details to Hanley Friendship Bureau, P.O. Box 109, Stoke-on-Trent, ST2 9PX.

PENFRIENDS, friendship, marriage. Worldwide membership, ages 18 to 80. Low fees. — Send s.a.e. for free details to Manchester Introduction Agency, P.O. Box 112 (Dept. NN), Stoke-on-Trent, Staffs, ST4 2PU.

GRADUATE (female) 28, single, would like Royal Navy or Royal Marine penfriend. — Box No: Navy News 346.

THE SOUTHERN BUREAU arranges introductions for friendship and marriages, all ages, everywhere. — 6, Gains Road, Southsea, Hants.

PRETTY Yorkshire Junior school-teacher, Deputy Head, green eyes, brown curly hair, driver, 39, divorced, sons 9 and 10, interests music, painting, walking, cooking, dinghy-sailing, would like to correspond with sincere unattached Naval man. — Box No. Navy News 347.

MISCELLANEOUS

SHIPS MONTHLY brings you news and features of the sea and ships every month. Available from your newsagents, 40p. Send two 6p stamps for sample backnumber to Waterway Productions Limited, Nottingham House, Dale Street, Burton-on-Trent, DE14 3TD.

CANOEES, dinghies, kayaks, Kayak kits. — S.A.E. for catalogue, Granta Boats (K), Ramsey, Huntingdon, Cambs. Tel. Ramsey 813777.

WAR MEDALS, full size and miniature, supplied mounted ready for wear. Blazer Badges in wire or silk embroidered. Ties in striped or crested. Hand painted wall plaques to ship's badges. Please state interests for lists, post free from Regimental Supplies, 14, Hillsborough Court, London, NW6 5NR.

EVERY WEEK-END could be a holiday for your family with the new Double-Top trailer tent which erects so simply a woman can easily handle it. — Brochure from Margery Draw, 87, Ulleswater Road, London N14.

THE monthly illustrated magazine of WORLD SHIP SOCIETY caters for those interested in ships, both naval and mercantile. Send 12p stamp (overseas 4 international reply coupons) for sample magazine to: — Dept. NNI, 8, Becontree Drive, Baguley, Manchester.

FOR SALE: 1970 purpose built flat. Two bedrooms, lounge diner with balcony, kitchen, bathroom. Night storage heaters. Garage. Close to Stokes Bay, view of Solent. £9,500 or offer. — 3, Wickham Court, Galemoor Avenue, Gosport, Hants., or phone Portsmouth 33877.

46-GUN English warship — Frigate "TRITON" (1796), handmade scale model, hardwood, ribbed and planked, exceptional detail, length 36in. x 30in., high antique finish. £300. — 16, Huntingdon Gardens, Worcester Park, Surrey. 01 330 0352.

GERMAN, authentic documentary World War II Super 8 Films. Enclose stamp to: — W. R. Products (Dept NN), 12, Parsonage Lane, Windsor, Berks.

WANTED for the Saloon Bar in my Pub, Ships' Plaques, Badges, Charts, etc., in fact, anything to do with the sea or Royal Navy. Reasonable prices paid. — Ex PO Stwd D: G. Hewitt, Horam Hotel, Horam, East Sussex.

RATES

RUN-ON per word, 15p; Advertisers may have replies addressed to a box number. For this service and postage an extra charge of £1 is made. Minimum charge £3.

All enquiries to:

Advertisement Department
Navy News
H.M.S. Nelson
Portsmouth PO1 3HH
(Tel. 26040)

CASH WITH
ORDER PLEASE**MOVING OVERSEAS?**Let the experts
move you World wide**WHITE & CO LTD**

Portsmouth: 63221 Plymouth: 65159

Jersey: 28121

London: 01-7279421 Guernsey: 23773

Dunfermline: 21697 Winchester: 881004

Farnborough: 49212 Ryde (I.O.W.): 63955

Southampton: 24088 Forres: 2504

Bournemouth: (020 16) 6514

We move you well

MINIATURE MEDALS

Any set of Miniature Medals can be supplied. They are not expensive. The set 1939-45 Star/Atlantic Star/Defence Medal/War Medal mounted on a brooch ready to wear costs £6.80. Send for quotation. We can supply medal brochures for you to mount your own full size medals. Full size medal ribbon 3p inch, ribbon bars, either pin type or on canvas for sewing on to uniform, 10p per ribbon. Blazer badges in wire and silk. All prices include VAT and postage. Enquiries, with stamp, to:

ROBERT ANDREW LTD.3A, Manchester Street
OLDHAM, Lancs.**"Uninterrupted Education for the whole family"****WARMINSTER SCHOOL**
Warminster, Wiltshire

Charitable Trust. Independent Co-educational boarding and day. Recognised as Efficient by the Department of Education & Science.

Full courses to 'O' and 'A' Level and C.S.E.

Prospectus from the Bursar
Lt.-Col. E. J. Trounson, R.N. Retd.
Telephone: Warminster 3038

Battle Abbey School

Battle, East Sussex

(Established 1912)

Independent Public School for Girls aged 10-18. Recognised by the Department of Education and Science.

Happy atmosphere encouraging personal development — small classes leading to good GCE and CSE results. Admission by examination and confidential report. Scholarship available.

Why Do You Have A Poor Memory?

To: Memory and Concentration Studies, (Dept. NYM 4), FREEPOST, Marple, Stockport.

Please send me your free memory book.

NAME.....

ADDRESS.....

No stamp required in UK.

EMBROIDERED BLAZER BADGES



in Wire or Silk, any design
WOVEN MOTIF CLUB TIES
a speciality

Handpainted WALL PLAQUES

Prices from £4.30

Packing and postage to U.K. address 25p extra

SEND S.A.E. FOR ILLUSTRATED BROCHURE

GREENBURGH (Gosport) Ltd.

Tel. 81804

47, HIGH STREET, GOSPORT, HANTS.

SOUTH LINCOLNSHIRE

where the pace is slower and quieter and the prices more realistic. ALLISON HOMES have various developments in small towns and villages. 3-bedroomed houses from £9,500. All detached, freehold and complete with garage, conservatory, 2 w.c.s, fitted kitchen and full central heating. Come and see any time including week-ends. Brochure on request.

ALLISON (CONTRACTORS) LTD.
Dept. NN, West Elloe Avenue
Spalding, Lincs (0775 4701)

SHEFFIELD MADE
PEWTER TANKARDS

Pint sized engraved with your ship or squadron crest.
Minimum order 9 Tankards.

£4.60 each (plus VAT)

Send design with order to:

A. E. ELLIS & CO. LTD.

MIDLAND WORKS

16-20 SIDNEY STREET

SHEFFIELD S1 4RH

TIES, BADGES, TROPHIES
STICKERS, PENNANTS, T-SHIRTS
WRITE FOR CATALOGUE**ALEC BROOK**

A.D.B. (London) Ltd.
Dept. NN, 31, Ebury Street,
Victoria, London SW1 W0NZ
Tel.: 01-730 0384

Whiteheads

PROFESSIONALS IN PROPERTY SINCE 1899

For sound professional advice when moving home, buying for the first time, seeking a mortgage, letting or looking for a business when leaving the service call for a chat at...



Portsmouth

Waterloooville

Havant

Hayling Is

20 offices in the South

154 London Rd., North End

Tel. Portsmouth 68811

69 London Road

Tel. Waterloooville 2616

5 West Street

Tel. Havant 73021

7 Elm Grove

Tel. Hayling Island 3981

PORTLAND WORK-UP?

Why not bring the family to Weymouth during your Ship's work-up at Portland

STAY AT THE NAVY'S HOLIDAY HOTEL

Television - Residential Licence

Write to Resident Manager for tariff and reduced terms for October - April

HOTEL FOR ROYAL NAVY, GREENHILL, WEYMOUTH

Telephone 4108

For **REMOVALS** "Trouble-free"

R-e-l-a-x and Contact

ARGOSY

35, HIGH STREET, EMSWORTH

near PORTSMOUTH, HANTS

Tel. EMSWORTH 5463 or 6712

(STD 024 34)

AUCTIONEERS SURVEYORS VALUERS ESTATE AGENTS
Established 1881**PUTTOCK**

123 High Street, Gosport
Phone Gosport 82245

33 Middle Road, Park Gate
Phone Locks Heath 2658

118/120 High Street,
Lee-on-the-Solent
Phone Lee-on-the-Solent
550139

38a Portsmouth Road,
Woolston, Southampton.
Phone Southampton
448146

Bosun's Calls . . .

We specialise in presentation Calls in authentic regulation pattern, which make a delightful gift or award. Each Call is expertly engraved in traditional copperplate script with whatever you like — e.g., a name, rank and number as a service memento, or a short message to a sailor's girl friend.

Each Call, on its handsome high-quality 40in. neck-chain, is displayed in a simple presentation box with notes on the illustrious history, and a guide to piping. 22-carat plated with 22-ct Gold-Plated chain . . . £7.50 Natural polished brass and copper Call with 22-ct chain . . . £5.50

Silver-plated edition . . . £4.50 Standard Service nickel-plated edition . . . £2.90 Engraving 30p per line of up to 18 letters and spaces (capital count as two). Maximum 3 lines. Add 30p postage, etc. We aim at return-of-post service.

We also manufacture unengraved Standard Calls at £1.76 and standard neck-chains at 90p. Postage 20p. Special quantity discounts for RN Associations, Cadet Units, Sea-Scout Troops and clubs on application.

Nauticalia Ltd.

Dept. NN 121, High Street, Shepperton-on-Thames, Middlesex. Tel. Walton-on-Thames 44396 and 41860

ROYAL NAVY STAMP COVERS

Series 1 - 24 available. SAE please for list and samples. New series starts July, 1976.

R.N. Philatelic Officer,
R.N.A.S., Yeovilton, Somerset

OWN AN ORIGINAL

My Pen and Ink Drawings of Warships

are much admired, approximately 3 feet in length, fully detailed, framed if desired.

A unique addition to Bar, Club, Wardroom, etc.

A gift of distinction

For further details write to
Tiffy Originals
9 Barrhead Close
Risepark
Nottingham

Company Unit Sport Social and Old Boys

HAVE YOU GOT A CLUB TIE YET?

A minimum of 2 dozen High Quality Terylene ties with or without stripes, printed with your own Club motif in full colour from 95p each. Also ladies' squares in silk or tricot with motif in full colour in opposite corners. If you haven't a design our Art Department will oblige free of charge. Also Jacquard woven and embroidered ties and humorous novelty ties.

MADDOCKS & DICK LIMITED

Sandeman House
13 High Street
Edinburgh EH1 1ST
031-556 2206
Established 25 years

"YOUR G.C.E."

This FREE book is packed with vital information and is essential if you wish to get ahead in your job and increase pay packet. Write for it to find out about modern study methods in the comfort of your home. **THE RAPID RESULTS COLLEGE**, Dept. 1N2, Taitton House, London SW19 4DS. 947 7272 or for a prospectus ring 01-946 1102 (24-hour recording service).

DRAFTED?

Then you will be thinking of selling or letting your property and this is where we come in. We have competent staff at all our branch offices able to deal with your property whether you need a buyer or tenant.

If you wish to sell we can advise you as to the price to ask and if necessary deal with matters in your absence. But should you decide to let then we will find a tenant quickly and obtain the best possible rent.

CHARTERED SURVEYORS

ESTATE AGENTS

Field Palmer Freeston

Established 1872

PORTSMOUTH OFFICE: 28, Hampshire Terrace
FAREHAM OFFICE: 203, West Street
NORTH END OFFICE: 173, London Road
WATERLOOVILLE OFFICE: 51, London Road

Tel. Portsmouth 25641
Tel. Fareham 88241
Tel. Portsmouth 66526
Tel. Waterloo 2314

Fantastic FUND RAISERS

Raise money for your club, charity or organisation
GOOD PRIZES, GOOD PROFITS
INSTANT PAYOUT — NO WAITING

Write or phone for new FREE BROCHURES and samples of our established range of over 20 different types of tickets selling at 5p & 10p. Pontoon, Super Pontoon, Green Shield Stamps Pontoon, Bandit, Jackpots, 13 Football Results, Poker, Mini Bingo, Beer, Lucky 7, Tenner Bingo, Winning Post and Six Shot Bandit.

Gross profits from £25 to £81 per set. Guarantee: All sets of tickets are guaranteed to contain the appropriate quantity of winners.

LAKELAND INVESTMENTS
THE DISTRIBUTORS & WHOLESALE
DEPT NN 5-7 NEW YORK ROAD, LEEDS LS2 7PL
Tel. Leeds 34230 Answering Service when closed
Leeds (0532) 706821

SOUTHDOWN WEEK-END LEAVE

Operate Official Express Service for Service Personnel

EVERY FRIDAY

Travel Warrants
individual or in bulk
accepted on these
Services.

Special Note: Coaches now set down and pick up at Chester and Birkenhead

Newcastle upon Tyne	£10.20	Coventry	£4.60
Sunderland	£9.70	Warwick	£4.35
Middlesbrough	£8.95	Banbury	£3.75
Stockton on Tees	£8.95	Oxford	£3.10
Doncaster	£6.65	Worcester	£4.90
Leeds	£8.20	Gloucester	£4.35
Birmingham	£8.20	Crewe	£3.75
Huddersfield	£7.65	Swindon	£3.40
Sheffield	£7.15	Marlborough	£2.95
Chesham	£6.65	Plymouth	£5.90
Nottingham	£6.15	Newton Abbot	£4.55
Leicester	£5.40	Exeter	£4.15
Northampton	£4.60	Portsmouth	£3.10
Reading	£2.35	Dorchester	£3.10
Liverpool	£8.20	Swansea	£5.90
Birkenhead	£7.95	Cardiff	£5.10
Chester	£7.65	Newport	£4.85
Manchester	£7.15	Bristol	£3.50
Warrington	£8.45	Bath	£3.20
Newcastle under Lyne	£6.15	Salisbury	£1.90
Stafford	£5.90	London (Portsmouth)	£4.10
Wolverhampton	£5.40	London (Gosport)	£3.10
Birmingham	£5.10		

N.B. To all ships visiting Portsmouth — Special facilities to meet your particular travelling requirements can be organized at short notice — write, telephone or call.

Southdown Motor Services Ltd., Winston Churchill Avenue
Portsmouth PO1 2DH — Tel. 22311

T-SHIRTS & SWEATSHIRTS

PRINTED
TO YOUR OWN DESIGN
(Minimum Order only 12)

ALSO PERSONALIZED
LETTERING SERVICE
(No Minimum Order)

IDEAL FOR YOUR SHIP,
TEAM, CLUB, ETC.

- * RAPID EFFICIENT SERVICE
 - * COMPETITIVE RATES
 - * TOP QUALITY GARMENTS
 - * GUARANTEED PRINTING
 - * OVERSEAS ORDERS WELCOMED
- For full details send to:

DEE GEE T-SHIRTS

12 EASTERN CRESCENT, THORPE ST ANDREW
NORWICH, NR7 0UE, NORFOLK

WALL SHIELDS

of
ROYAL NAVY SHIPS

Hand painted on wood base 6" x 7"
£4.50 incl. postage

CRESTED TIES to your special design
(minimum 75)

Specialist experience over 85 years

C. H. MUNDAY LTD. OXFORD HOUSE
8 ST JOHN'S ROAD, ST JOHN'S, WOKING, SURREY
Phone 04862-71588

PLAN ERCOL

SOLID WOOD FURNITURE

Nathan

Wall Units, Sideboards,
Dining Tables and Chairs

We have sent furniture all over the world for members of the Services.

If you mention this
advert we will give
you a free bottle of
Scotch — with orders
over £200

BIRKS

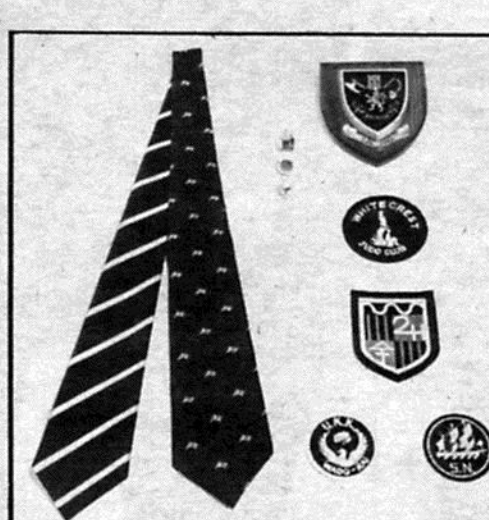
136 West St.,
Fareham. Tel. 4027

SUPER 8mm HOME MOVIES



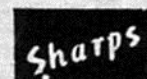
Join our film club and own films like the one above. Special "War Series" in our vast range. Send just 50p for membership and catalogue. Sound, silent, black & white & Colour. big discounts for club members.

MAILMASTER FILMS (Dept. NN)
69 Long Lane
London EC1A 9EJ



Ties, Badges, Wallshields in special designs for Clubs, Associations, Colleges, Royal Navy Ships, etc. . . . send for free colour brochure:

Royal Navy Ties and Badges available from stock.



W. G. SHARPS & SON LTD.
Dept. N.N., Brooks Place,
Maidstone, Kent.
England ME14 1HE

EXCLUSIVE

T-Shirts

SHORT SLEEVED



Promote your Unit/Club with Shirts
designed to your Personal Requirements

Free Art Service
Top Class Merchandise
Minimum Order Only 3 Dozen
MADE IN ENGLAND

Sweat Shirts

LONG SLEEVED
* Heavyweight - Fleece Lined
* Ideal Casual or Sportswear



Write or Phone for Brochure to **MILLSHORE DESIGNS LTD.**
38/42 Meyrick Road, Willesden, London NW10 2EJ 01-459 0697

WHEN YOU GET OUT, WE'LL BE WAITING FOR YOU.

WHEN you've been in the armed forces for a while, you take certain things more or less for granted.

Companionship, for example. Esprit de corps. The feeling of belonging. Call it what you will. It doesn't exist in civvy street.

And many ex-service people who were convinced that they'd be happy when they

got out find it hard to settle and make friends.

Then again, many civilian jobs offer no possibility for people who've been in the forces to exercise the abilities their training has given them.

The Metropolitan Police on the other hand, offers a career which can use the self-discipline, initiative and sense of responsibility that service training bestows.

We also offer companionship and team spirit not far removed from that in the forces. (You'll realise this the first time you witness the response to a radio call for "Constable in need of urgent assistance...").

Everybody turns out.

Another similarity is the feeling of security you get from knowing where your next pay day is coming from. We don't have strikes or lay-offs.

All in all, it's not surprising that a large number of ex-service people make successful careers for themselves in the Met.

We'll be waiting to welcome you when you get out with a place to live and a good starting salary.

And if you're ex-service, you're eligible up to the age of 45.

If you meet the height requirements and are physically fit, talk to your Resettlement Officer or send the coupon for full details today.



THE METROPOLITAN POLICE

For full details of the rewards and opportunities offered by a career in the Met, give us a ring on 01-725 4237 and ask for a chat with one of our police careers advisers.

Or send this coupon to the Chief Inspector, Careers Section Dept. GA129, Metropolitan Police, 4th Floor, Hope House, 45 Great Peter Street, London SW1P 3LT.

Name (Mr/Mrs/Miss) _____

Address _____

Age _____



LONDON'S 8,000,000 PEOPLE TAKE A LOT OF LOOKING AFTER. COME AND GIVE US A HAND.

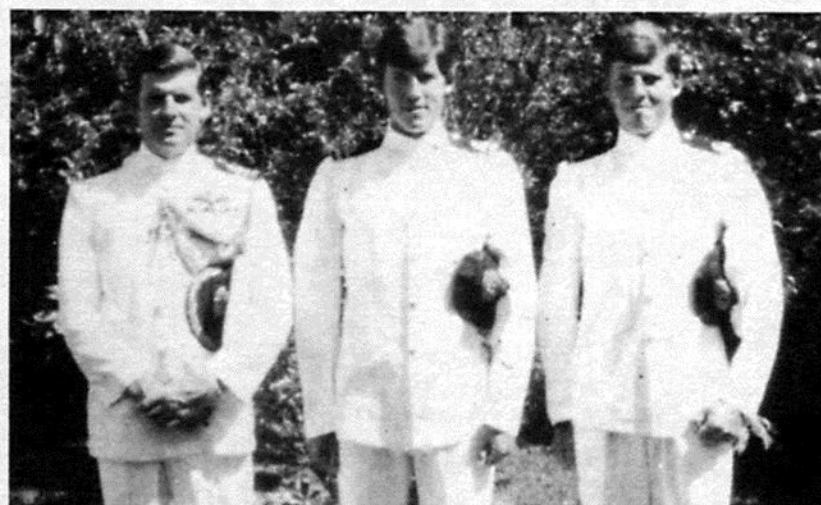
PEOPLE IN THE NEWS



□ MEN WITH THE KNOW HOW

How do you use a bosun's call? How are pipes used in the Royal Navy today? These were two of the questions worrying LOWRI GARLAND, researcher on Southern Television's "How" programme for children.

She turned to the Navy for help and the answers were provided by three sailors from H.M.S. Kent — AB WILLIAMS, LS WALKER, and PO SAUNDERS — who went along to the Southampton studios to give a piping demonstration when the programme was recorded on November 4. It will be transmitted at 4.20 p.m. on February 16.



When the brothers WILLIAMS met recently at the family house at Ringstead Bay, Dorset, they were able to get a unique picture for the family album — and for Navy News.

It was the first time the brothers had met in uniform, each wearing a different number of rings. From left to right are DAVID, a commander serving as Defence Attache at Caracas; NIGEL, a lieutenant at H.M.S. Dryad; and TIM, a sub-lieutenant in H.M.S. Cleopatra.

Through their father's branch of the family, the brothers are related to Lord Nelson: they are his great-great-great-nephews.

□ Time on their hands

Many hands make clock work. Well, that's not quite what the old proverb says, but in this case it's more relevant. The hands came from the Fleet Maintenance Unit at Chatham, and the clock they repaired is in the tower of Birchington Methodist Church.

Led by Lieut. RAY BUTCHER, the sailors undertook the task as a spare time community project. The clock, which is believed to be 250 years old, had not been overhauled for more than 40 years and had been out of action for a long time.

The mechanism was removed in August, with the help of Royal Marines who climbed the 60ft. tower to remove the hands from the three clock faces. After being repaired in the naval base workshops the clock was put back in the tower and the hands were replaced by Lieut DAVID WINN, captain's secretary in the frigate H.M.S. Diomedé.



And here's a piping picture with a difference. Wrens VALERIE BURNS (left) and DONNA LAWSON were two of the four girls who worked alongside the male guides on board H.M.S. Victory from early September until mid-November. Their colleagues were Wrens CHRISTINE TETLOW and IOLE PIERIE.

They had all qualified as radio operators at H.M.S. Mercury before joining the Victory to test the theory that Wrens could cope with the rigours of guiding thousands of tourists around Nelson's flagship. This demanding task is normally undertaken by sailors and marines, about 22 in summer and 16 in winter.

Although the hectic summer season was over, the ship was still attracting about 2,000 visitors a day at the time, so the girls were kept very busy.

They were so enthusiastic and coped so well — despite losing their voices for a few days — that the commanding officer, Lieut.-Cdr. PETER WHITLOCK, invited them to join in all the tasks undertaken by the men, including hoisting the Colours and piping the side for V.I.P. visitors.

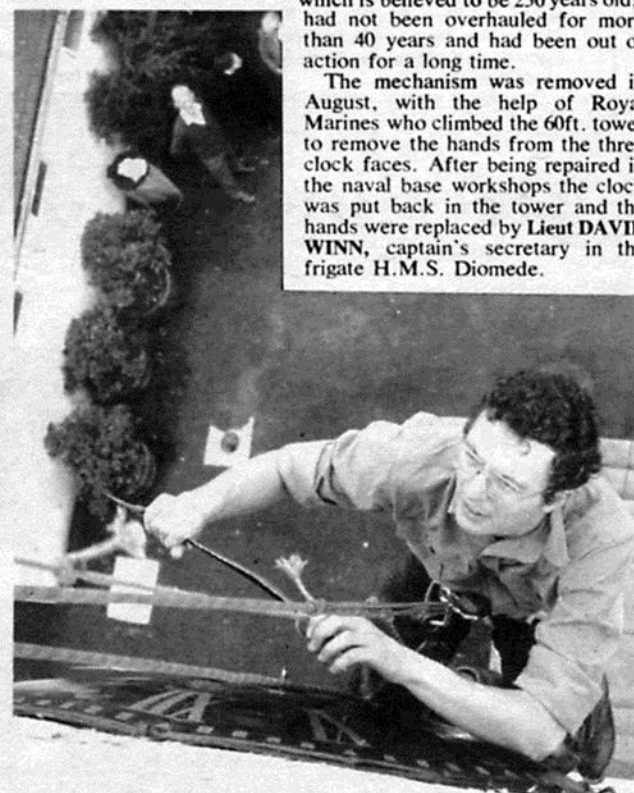
The success of the experiment may mean that other Wrens will get a chance to serve on board the oldest and most famous warship in commission.

□ IAN SAYS FAREWELL

CMEM IAN DENNY smiled bravely and gave a cheerful wave as he left the Royal Yacht. But it was a sad day for Ian, who was saying farewell to the Britannia after almost 23 years.

In his 26 years in the Royal Navy (he joined in Glasgow in 1950 and did his basic training in H.M.S. Raleigh) he served in only one other ship, H.M.S. Bermuda.

For 12 years Ian had an extra duty on board the Britannia — he looked after the Queen Mother's Manx cat, a present from the Isle of Man.



Picture: LWREN (Phot) Joan Roberts

□ A golden day for Brian

Karate, swimming, rock climbing, skin diving, shooting, weight lifting, and football are all sports in which OS BRIAN LEIGH excels. His sporting abilities helped him to gain the Duke of Edinburgh's Gold Award, which he received from the Duke at Buckingham Palace.

Twenty-year-old Brian, who is a sonar operator in H.M. submarine Sealion, spent four years reaching the Gold Award standard. His activities included a four-day hike in Holland and community service at Greenacres Home, Wythenshawe.

— and for Joan

Also at the Palace receiving a gold award on the same day was Wren Writer (G) JOAN MAY, who works in the office of the Royal Naval School of Educational and Training Technology, H.M.S. Nelson, Portsmouth.

Joan, who is 18, wore her W.R.N.S. uniform for the occasion and this, she thinks, may have caught the Duke's eye. She was one of the few recipients of the award who actually met and spoke to Prince Philip on the "golden day."

To earn the award Joan undertook a one-week expedition in the Lake District; went to St John Ambulance Brigade classes to gain a first aid certificate; took piano lessons for a year, and spent a week at a missionary residence at Chiselhurst, Kent, where her tasks varied from looking after children to clearing weeds from a lake in the gardens!

By coincidence, Joan's picture appears in the centre pages of this issue of Navy News, in a feature on RNSETT.

□ Pilgrimage

About 300 Servicemen and women took part in the first Combined Services pilgrimage to the Shrine of Our Lady of Walsingham, Norfolk. Some of the pilgrims travelled many miles, with the long-distance record being claimed by Lieut. L. GOOCH, of H.M.S. Cochrane.



Picture: LA(Phot) Tom Suddes

Navy News

SUBSCRIPTION

Have your copy delivered monthly by post

ORDER NOW

Just send name, address, and cheque / P.O. for £1.80 (12 months) or £5.00 for a three-year supply. If more convenient, complete this form:

Name

Address

Commencing (month)

Post your order and remittance to:

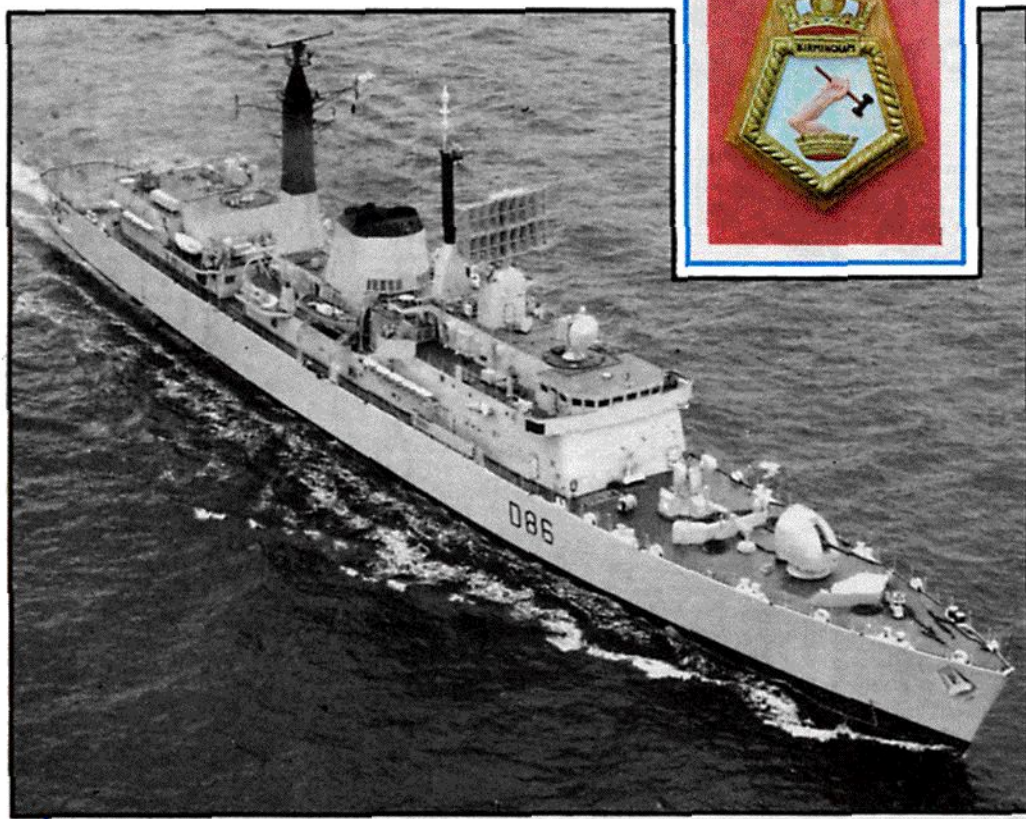
**Business Manager, Navy News,
HMS Nelson, Portsmouth, PO1 3HH
(Tel. Portsmouth 26040)**

Note: For subscribers overseas, including Europe, Canada, U.S.A., and Australia, the remittance, for delivery by surface mail, is the same, namely £1.80 for 12 months, or £5.00 for three years.

NN 1/77

H.M.S. BIRMINGHAM SAYS FAREWELL MERSEY

The badge of H.M.S. Birmingham, whose motto is Forward, derives from the crest and motto of the City of Birmingham and depicts "an arm proper holding a hammer proper, issuant from a mural crown gold."



Cutting an impressive figure on contractors' sea trials is H.M.S. Birmingham, which has now joined the First Flotilla, 5th Frigate Squadron. She has Sea Dart missile system, 4.5-inch Mark 8 gun and anti-submarine torpedo system with two triple-barrelled tubes.

The ship, which will be equipped with an

anti-submarine helicopter, has standard displacement of about 3,500 tons, overall length of 410 feet and beam measurement of 47 feet.

She has two Rolls-Royce Olympus gas turbines for full power, and two Rolls-Royce Tyne for cruising.



Farewell to the Liver Birds: The new destroyer's 4.5-gun "salutes" the famous Liver Building as she says farewell to her Merseyside birthplace.

CHANGE

A busy winter fortnight saw transformation of a Red Ensign ship lying alongside the wall of a northern shipyard into a full-complemented guided missile destroyer, accepted into Royal Navy service and commissioned on a crisp sunlit morning at Portsmouth.

For officers and ratings, the months and — in some cases — years of watching a ship grow before their eyes began to take on new meaning.

It was back in July 1973 that the Birmingham, second of the Navy's Type 42 destroyers, was launched at the Birkenhead shipyard of Cammell Laird (Shipbuilders), Ltd. Since then a number of ship's company members have lived in houses, flats and digs on "swinging" Merseyside to lead a somewhat civilised existence while working alongside shipbuilders' men on the installation of some of the most sophisticated concepts in ship weaponry, detection systems, navigation and propulsion.

Some of the sailors "standing by" chose to take their families north. Others opted to stay put and commute — and then on occasion ponder the wisdom of their decision when for a variety of

reasons (and as seems inevitable these days) the completion date lengthened.

Last summer saw the start of the final phase of the mammoth task (begun several years earlier in naval storing depots) of providing the ship with assorted spares, tools and portable fittings. Some 30,000 items had to be obtained, catalogued and correctly stored.

Last year also brought contractors' sea trials which took the ship to Scotland, as well as round Liverpool Bay, to check for "bugs" in the complex equipment of one of the world's most advanced warships.

When on final proving trials one system failed under extreme provocation from the trials team, the date of acceptance was delayed while the cause was investigated. This set the task of deciding how to keep 150 sailors occupied and "on the boil" for yet another month.

But eventually, on a murky Birkenhead night, the Birmingham became "home" with first night on board for ship's company members. Final inspection was carried out and her career spanned both the Second World War and Korean War. A painting of her was presented by officers of the R.N.R. Communications Training Centre, Birmingham.

Continued on page 31

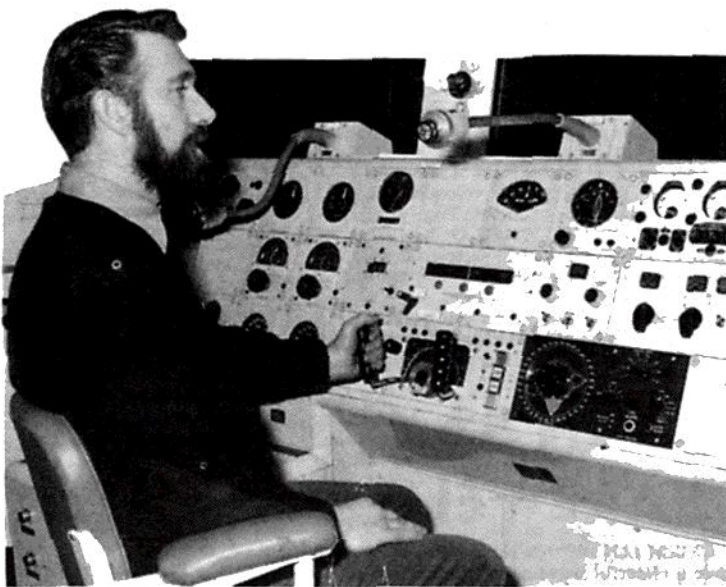
Driving a 'family' ship

Forty years after his father served in the first H.M.S. Birmingham, LS Tony Herman "drives" the ultra-modern guided missile destroyer of the same name.

Sitting on the bridge, he steers with a small handle, changing course with the turn of a small dial (backed up, of course, by electronic wizardry). And from throttles by his side he can obtain immediate response from the powerful engines.

Tony's father, who retired as a PO stoker, served in the Navy for many years, came out before the Second World War and then rejoined, laying claim to be the first sailor to rejoin at Chatham — and presenting himself in a car. He now lives at Sevenoaks, Kent.

The father of another rating in the present Birmingham, CPOSA L. Mingham, served in the second Birmingham.



Guests at the commissioning ceremony included the Lord Mayor and Lady Mayoress of Birmingham (Cdr. and Mrs. Harold Powell). Here the Lord Mayor presents a £200 cheque from the city to the ship for sports gear. The sailors are LMEM Kelly, LSA R. Gilbert and CEMI C. Jones.



R.N.R. presentation



Attractive paintings of both previous Birminghams have been presented to the wardroom of the new ship.

The Midland Naval Officers' Association gave a picture of the first, a light cruiser which saw action at Heligoland, Dogger Bank and Jutland. The second ship, a heavy cruiser, was commissioned in 1937 and her career spanned both the Second World War and Korean War. A painting of her was presented by officers of the R.N.R. Communications Training Centre, Birmingham.

Both paintings are by Cdr B. Tuffnell, R.N. (Rtd.).

The Birmingham R.N.R. officers also presented an engraved silver salver, seen here being handed to the commanding officer (Capt. P. J. Symons). The presentation was made by Lieut.-Cdr. B. H. T. Cookson (commanding officer, R.N.R. Training Centre, Birmingham), right, and the mess president (Lieut.-Cdr. G. C. P. Lycett), second left. The ship's first lieutenant (Lieut.-Cdr. David Evans) is on the left.

THE SILVER JUBILEE FLEET REVIEW



OFFICIAL SOUVENIR PROGRAMME

Souvenir Pottery, Tankards, Wall Plates, etc.

H.M.S. Victory Souvenir Shop will be selling specially decorated pottery to commemorate H.M. The Queen's Review of the Fleet on 28th June, 1977. Our exclusive design decorating the 1pt. and 3pt. tankards can be amended to include individual ships taking part providing sufficient quantities are ordered.

Send for details and prices to:

The Manager, Souvenir Shop, H.M.S. Victory, Portsmouth

... HELLO POMPEY



Pompey, here we come: Dummy missiles and the 4.5-inch gun feature in this picture of the Birmingham arriving in her base port for the first time.

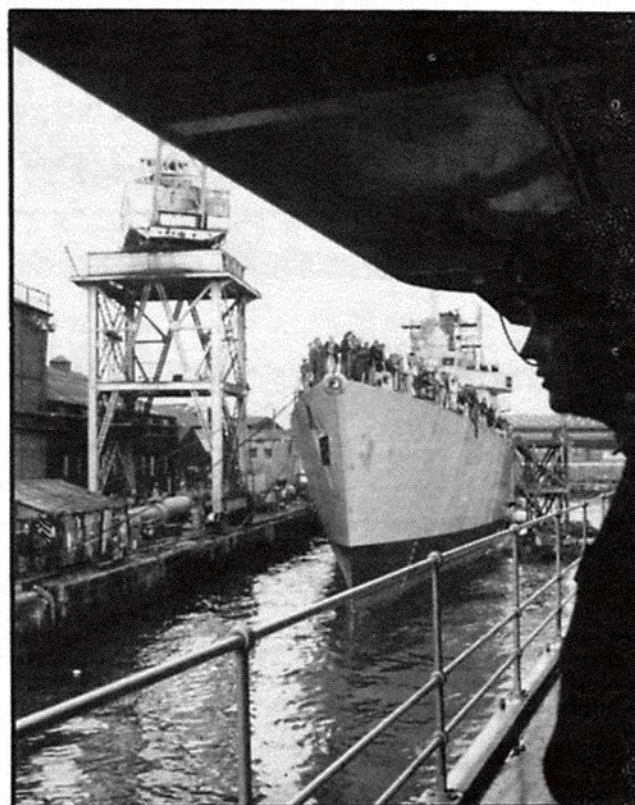
Cover story

Philatelic covers commemorating H.M.S. Birmingham's commissioning are available to the public as well as Service personnel.

Plain covers, with colour photograph of the ship and commemorative frank, are 35p each. Similar ones, but with signatures are also available — 80p each for those with the signature of the commanding officer, and £1.60 for those with signatures of the commanding officer and the Lord Mayor of Birmingham.

Each envelope will contain a card describing the ship and her armament.

Applications should be made to the Hon. Treasurer, Welfare Fund, H.M.S. Birmingham, BFPO Ships, and cheques and postal orders made payable similarly. A stamped, addressed envelope, not smaller than 7in. by 5in., should be enclosed for reply.



The gap between two "Midlanders" widens as the Birmingham sails from Birkenhead and says goodbye to sister-ship H.M.S. Coventry, still building there at Cammell Laird. Shipyard workers and ship's company members "standing by" the Coventry turned out to say their farewells.

ENSIGNS!

(Continued from page 30)

the ship's company joined, and pre-sailing drills were practised.

Crowds of shipworkers who had helped create the ship gathered on the dockside to watch the departure as, aided by tugs, she edged past tankers under construction and out into the Mersey, leaving sister ship H.M.S. Coventry as the sole R.N. ship building in the yard. It was time for quiet emotion as she slipped past the famous Liverpool skyline. In the words of one officer — two years an "adopted" Liverpudlian — "I wouldn't have missed the job for worlds."

The acceptance passage south followed traditional procedure designed to ensure that the Navy had a good working ship before the captain signed "on the dotted line" for a multi-million pound project on behalf of MOD. Officially the crew worked as "unpaid" servants of the shipbuilder — being provided by way of some return with two free cans of beer each a day. The ship was commanded by an Admiralty Approved Master, Capt. D. B. N. Mellis, a former captain of H.M.S. Dryad.

Purposeful

CSCBS and members of his staff were embarked for the passage south, as were directors, executives and overseers from the shipbuilders, the Principal Naval Overseer, Birkenhead, and a number of trials officers.

As one displayed notice said: "For the embarked civilians, the acceptance passage offers a rare opportunity to see the Royal Navy at work. There will no doubt be some difficulty in working a brand new ship in unusual circumstances for the first time."

Paint shone on decks and plastic gleamed in messes with the new "caravan" look as men went purposefully about their business, some of the younger ones in their first ship.

The journey saw full power trials of the

Olympus engines with speeds approaching 30 knots; manoeuvring trials going from ahead to astern; and steering trials involving shapely "Ss" — with stabilisers on and then reversed to accentuate the roll. And at times the engines were under direct bridge control.

Radar, Sonar, Operations Room equipment and weapons are integrated into an Automatic Action Data and Weapons System which is co-ordinated by powerful computer network, said an official "hand-out" on the ship. And the layman, peering uncomprehending at impressive equipment, soon came to realise the truth of the maxim that "simple" sailors are few these days. Nearly everyone's a specialist — and some very expert indeed.

Ceremonies

When the Birmingham reached Portsmouth there was a short ceremony on the flight deck at which Cammell Laird offered the ship and, on the agreement of the Principal Naval Overseer and the recommendation of CSCBS, the commanding officer (Capt. P. J. Symons) accepted her on behalf of MOD. And so the Red Ensign was finally lowered, the White Ensign hoisted, and the ship became a member of the 1st Flotilla, 5th Frigate Squadron, and under full control of C-in-C Fleet.

A week later more than 300 guests attended the ship's commissioning ceremony, including Admiral Sir Derek Empson (former Commander-in-Chief Naval Home Command) and Lady Empson, who launched the ship. The cake was cut by Mrs. Symons, assisted by 17-year-old JS Ronald Hunter.

Now the ship's goals for 1977 are to meet Fleet safety and weapons standards. A "shakedown" at sea in the New Year culminates in a spell at Portland, then come more trials and, hopefully, a visit to Northern Europe. Missile and weapons trials follow after Easter. Eventually the Birmingham will have a Lynx helicopter, although firstly she will operate a Wasp.



● Part of the colourful array of sophisticated equipment in the Operations Room is this anti-submarine warfare radar display. In attendance is Sea(R) David Hoyle.

Photos: PO(Phot) Roger Smart and CPO(Phot) Tony Wilson.

Jump to it, lads

Flight deck physical jerks provide a spot of exercise on a sunny morning during the acceptance passage from Birkenhead to Portsmouth.



THE ROYAL NAVY LETS YOU LEARN TO FLY

To foster interest in Naval Aviation the Royal Navy offers 85 places annually at selected civilian flying clubs which provide a course of flying training on light aircraft. The places are allocated under the following schemes:



ROYAL NAVY FLYING SCHOLARSHIP

There are 60 Flying Scholarships available for members of the C.C.F. (R.N. and Army Sections only), the Sea Cadet Corps, approved Sea Venture Scout Units, or pupils of certain nautical colleges or schools.

ROYAL NAVY SPECIAL FLYING AWARD

There are 25 Special Flying Awards available. Applicants must be at school, college or university and be between 16 and 23 years old.

Recipients of awards are under no obligation to join the Royal Navy. Candidates are selected and the awards made by the Director of Naval Recruiting.

Full details and application forms are available from:

R.N.F.S. Liaison Officer
Department of Naval Recruiting
Old Admiralty Building
Spring Gardens
London SW1A 2BE

PORTSMOUTH Highbury Technical College

offer the following nationally recognised six week

FULL-TIME RESETTLEMENT COURSES

WORK STUDY COURSE

The course is designed to prepare retiring members of the armed forces for the MANAGEMENT SERVICES CERTIFICATE — WORK STUDY of the I.W.S.O.M.

O & M COURSE

The course is designed to prepare retiring members of the armed forces for the MANAGEMENT SERVICES CERTIFICATE — O & M of the I.W.S.O.M.

MANAGEMENT COURSE FOR TECHNICAL SUPERVISORS

The course is designed to prepare retiring Senior N.C.O.s for a Certificate in SUPERVISORY STUDIES awarded by the National Examinations Board

For further information and application consult your UNIT EDUCATION OFFICER

Does the prospect of CIVVY STREET worry you?

Many of our current staff are ex-Service personnel, so we know from first-hand experience that the transition from Service life to civilian life is a very real worry. What job can I do? Where shall I live? Will I fit in? Can I make the grade? It's a big step to make — and it isn't surprising that questions like these are uppermost in your mind as your time of release draws closer.

We can help to relieve you of some of these worries. We can help you to line up a new job and a new place to live well before your ROD. We can show you how your resettlement period can be used for induction, so that the change in your life is less traumatic and you have time to adjust to a completely new environment. But, above all, we speak *your* language.

We offer facilities similar to those you have known in the Services, both at work and in terms of sports and social activities. There is also a possibility that we can offer you local authority housing.

Why not complete the form below and find out just how we can help you?

If you are currently involved in any of the following, we want to hear from you.

Radar	Servicing Manual Writing/Authorship
Systems Control	HF/VHF/UHF/SHF Communications
Specification Testing	Guided Weapon Systems
Design and Development	Motor Transport
Base Workshop Repair (2nd/3rd Line)	Drawing Office

BAC STEVENAGE — DATA SLIP

Name _____ Trade _____
 Service rank _____
 Address _____
 Age _____ Married/Single _____ Release date _____
 Qualifications _____
 Residential status — Buying/Renting/Undecided _____
 Type of job desired _____
 Are you willing to work overseas? _____
 What salary do you hope for _____

Ref. D906B Personnel & Training Dept., British Aircraft Corporation,
 Guided Weapons Division, Stevenage, Herts. SG1 2DA.



BAC Stevenage

GUIDED WEAPONS DIVISION

Special Fund aids deserving cases

Despite all the State benefits now available to the public in times of illness, unemployment or domestic troubles, many calls are made on charitable funds for additional aid.

Many such cases, especially those concerning serving and ex-serving members of the Royal Navy, Royal Marines, the Women's Royal Naval Service, and Queen Alexandra's Royal Naval Nursing Service, and their dependants, are dealt with by the Royal Naval Benevolent Trust.

Another source of help, and one which is perhaps not as well known as the R.N.B.T., is the Naval Special Fund, which originated in 1913 when an admiral made over his retired pay to the Admiralty for charitable purposes.

The amounts received were placed to the credit of the Admiralty Special Fund, controlled by four high-ranking Admiralty officers, and used — at the suggestion of Mr. Winston Churchill, then First Lord of the Admiralty — to help hard-pressed dependants of naval ratings killed or incapacitated in the Service.

One or two other officers also surrendered their retired pay during the First World War and in 1915 it was decided to widen the scope of the Fund to include officers and ratings in all branches of the Service, and their dependants. Over the years, the capital has been augmented by gifts of money from various sources, the last being a share of the residue of the Naval Prize Fund in 1954.

In 1964, the Admiralty Special Fund was renamed the Navy Special Fund and in 1968 a formal scheme for its regulation was drawn up and sealed by the Charity Commissioners. This sets out in the terms of the Fund's trust as "the relief of those who are temporarily in conditions of need, hardship or distress" and lists the four senior officers of the Navy

Department who currently make up the body of managing trustees.

The Navy Special Fund's capital is invested and produces an annual income of about £3,000 for use in fulfilling its charitable aims. The Fund is essentially unofficial and all applications are considered personally by the trustees. Assistance usually takes the form of outright grants to meet some specific and essential items of expenditure, or in some cases — where larger sums are involved — interest-free loans.

The Fund does not conflict with the charitable functions of the R.N.B.T., but works in close co-operation with it. In fact, it is often able to supplement its assistance or to help when the Trust has been precluded by its rules from doing so.

Many cases are actually brought to the trustees' attention by the R.N.B.T. and in recent years the Navy Special Fund has made grants or loans for many different and deserving purposes, such as special aids or facilities for the severely handicapped or chronically sick, essential house repairs for elderly ex-Servicemen or their widows, travelling expenses for parents visiting sick children in hospitals distant from their homes. Help has been given for arrears of rent, rates, and fuel bills, where these have been incurred through genuine misfortune.

Applications for assistance, giving full particulars supported by any available evidence and stating, in the case of ratings, whether application has been made to the R.N.B.T., should be forwarded by commanding officers (or in cases of extreme urgency by the Family Welfare Officer) direct to The Secretary, Navy Special Fund, Naval Personnel Division 2, Old Admiralty Building, Spring Gardens, London, SW1 (Tel. 01-218 2943).

ELECTRICAL TECHNICIANS c£5,700

Our client, a major oil company with extensive North Sea interests, requires Electrical Technicians for both Offshore and Onshore installations.

Work will involve installation and repair of associated components such as transformers, switchgear, starters, controls, etc.

Candidates should have served a recognised apprenticeship, have had five years experience in a high voltage environment, and be capable of fault finding on binary logic systems utilising electronic logic diagrams.

Offshore technicians will work on a week on week off basis, and have a travelling allowance. Onshore Technicians will have a rent free company house for their first year, or £100 per month in lieu. Other company benefits include four weeks annual holiday, free life assurance, plus clothing allowance (offshore only).

Removal expenses, legal fees, bridging loan interest allowance, family subsistence.

For further details and application form contact:



SPS EXECUTIVES (Ref. 1544),
 Delme Court, West Street,
 Fareham, Hampshire.
 Tel. Fareham 5611 (Ansafone out of hours).

When you're ready to leave the Navy...

...we'd like to talk about your future

Because the skills you've acquired in your years in uniform could stand you in good stead with IBM.

Particularly if you've trained in electronics, e.g., on Radar or Telecommunications equipment, you could enjoy real challenge and a secure future as a Service Engineer/Troubleshooter working on a wide range of IBM computer installations.

IBM is one of the world's leaders in advanced — technology business equipment — IBM Computers embody some of the most exciting new developments in electronics.

It's a rewarding job, and every assignment's different. Every one is urgent.

Salaries are excellent — with one of the best fringe benefits packages in industry today — including a substantial London

Working allowance where applicable and a car (or allowance), plus free life assurance and non-contributory pension scheme.

And career prospects are particularly good. IBM's success assures your future, and as a matter of policy IBM promotes from within, on merit. Training is thorough and on-going, covering all the latest developments as they happen.

So, if you're due for release within the next eighteen months find out more about your future with IBM. Send a brief resume of your technical career and personal details to Anne Dare at IBM United Kingdom Limited.

389 Chiswick High Road,
 London W4 4AL,
 quoting ref: NN/92581.

IBM

we're part of your future

NEWSAGENTS MANAGER

A. G. FRY

An expanding Company with branches throughout the country have vacancies for

Branch Managers and Wives

Why not start a new career with good wages, rent free accommodation and promotion prospects.

E.V.T. Courses can be arranged. Please contact your Recruitment Officer and write to our General Manager to arrange for an interview

General Manager

A. G. FRY

426, Salisbury House
London Wall, E.C.2

OPERATORS LEAVING THE NAVY SOON?

Then contact

The Three Tees Agency

and let your

Service Skills pay in Civvy Street

The Three Tees Agency serves 6,000 companies and deals solely with vacancies for Telephone, Telex and Teleprinter Operators.

You can be assured of a warm welcome and free advice and guidance on employment prospects in the Commercial world of Telecommunications.

If you are rusty we can give you the opportunity to brush up your operating and also familiarise you with commercial routines and equipment, and then guide you to the right job, permanent or temporary.

Call, write or phone:

The Three Tees Agency,
110 Fleet Street 124 Regent Street,
London, E.C.4. London, W.1.
(01-353 3611) (01-734 0365)

20, Eastcheap,
London, E.C.3.
(01-626 0601)



Electronics Technicians: you've got a skill, why risk it?

When you leave the services, you could be lucky enough to walk straight into a job with plenty of money, plenty of interest, and a certain future.

Or you could be unlucky enough to find yourself in a job where your salary stands still, the work's about as varied as a record stuck in a groove, and the future looks certain about as far as next Tuesday fortnight.

Whatever you do, it's a risk. And one of the few ways of steering clear of that risk is to work with International Aeradio Limited on a big Lockheed contract in Saudi Arabia.

You'd be at home with the work, because the systems and equipment Lockheed are maintaining in Saudi Arabia are pretty close to what you've been used to. And if the way of working's familiar, so is the way of living. The accommodation, the messing, the recreation facilities, the whole atmosphere on the sites will be pleasantly familiar to anyone who's spent a few years in the services. You can depend on the money too with a sizeable tax free bonus at the end of

your contract. It's probably the best chance you'll ever have of doing the saving you've always meant to get down to.

At present, we're looking for people with experience in high power radar, radio, nav aids, real-time computers and terminal equipment.

If this is you, fill in the coupon, and discover how to take the risk out of leaving the services.

Post to: The Senior Recruitment Engineer,
International Aeradio Limited, Aeradio House,
Hayes Road, Southall, Middlesex.
Telephone: 01-571 0678.

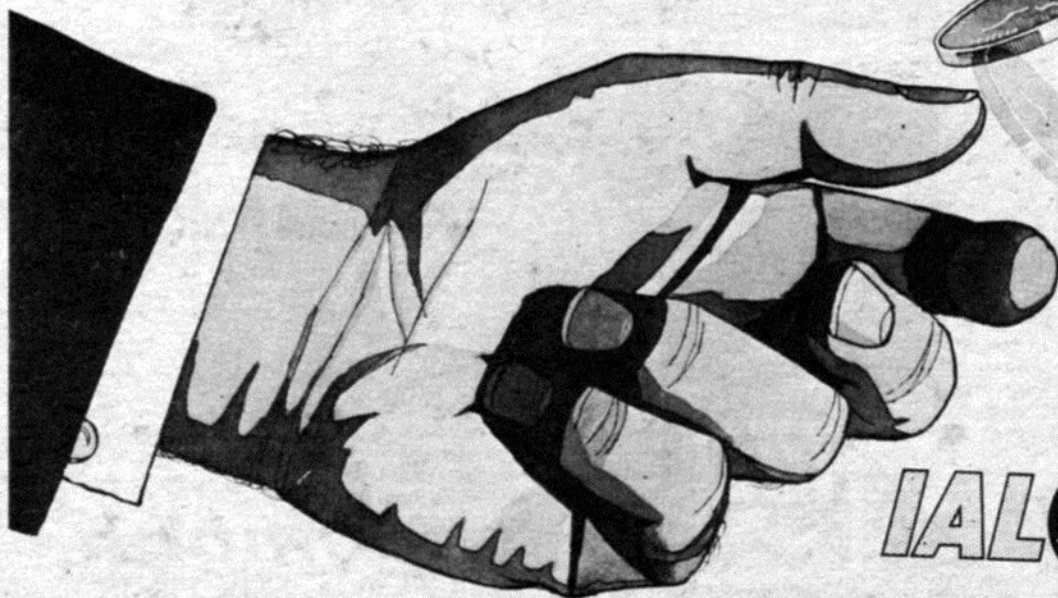
Please send me more information about living and working in Saudi Arabia, and an application form.

Name _____

Address _____

Phone No. _____

NN



THIS IS NO ORDINARY JOB

With the police you'll find ACTION, VARIETY & SECURITY.
Start a career with the South Yorkshire Police and you will discover a new world of challenge and opportunity.
If you are aged 18½-29, and at least 172cms tall if you're male, and 162cms if you're female, of good character and education then you are made for life in the Police.

MEN & WOMEN

A STARTING SALARY
AT 18½ of £2,400
PLUS RENT ALLOWANCE - SINGLE OR MARRIED

SOUTH YORKSHIRE POLICE

To The Chief Constable
SOUTH YORKSHIRE POLICE
SNIG HILL, SHEFFIELD, S3 8LY.

NAME _____
ADDRESS _____
AGE _____

NAVY NEWS DISPLAY ADVERT RATES

Whole page £325
Half page £180
Quarter page £100
Single col. cm. £2

(Minimum 2.5 cms.)

For solus rates, series discounts, and other details, please write
Business Manager
NAVY NEWS
H.M.S. Nelson
Phone Portsmouth 26040, or
Naval Base 22351 (extension 24226)

DAN-AIR

AIRCRAFT ENGINEERS

Airframe/Engine

Dan-Air Engineering is the overhaul/maintenance function of one of Europe's largest independent airlines. We have vacancies at our Lasham, Hants, Base (between Alton and Basingstoke) in these two categories:

Airframe/Engine Mechanics

For defect rectification, overhaul and hangar maintenance on Boeing 707/727, Comet, CL 44 and HS 125 Aircraft. You should have fixed wing maintenance experience in both or either of the above categories. Training is available to C.A.A. licence standard. Benefits include generous air travel concessions and wages start from £51.96 plus good overtime opportunities.

Airframe Fitters/ Sheet Metal Workers

If you have specialised in airframe sheet metal work or have served a sheet metal apprenticeship, then we have vacancies for you in our airframe workshop. You must be able to work to drawings and be experienced in detail fitting. Pay rates same as above with good overtime opportunities.

The hours of work for these jobs are 8.00 a.m. to 4.30 p.m.

For further details and application forms, write to:

Nick Savage, Esq.,
Personnel Manager,
Dan-Air Engineering Limited,
Lasham Airfield,
Nr. Alton,
Hampshire,
GU34 5SP.
Or Ring Herriard 341/282.

Join a major European Airline



Ceremony for Fisgard's '30th'

Ceremonial divisions were held in H.M.S. Fisgard to mark the 30th anniversary of commissioning, the salute being taken by the Mayor of Torpoint, Mr. Fee.

Visit to Danae

H.M.S. Danae's link with Chesterfield was further strengthened by a visit from former REM Michael Talbot and his wife, Eileen, who live in the town.

Michael, who has used a wheelchair to get about since an accident while serving in a Type 15 frigate in 1958, said the visit brought back many happy memories.

He was presented with a photograph of the Danae by the commanding officer (Cdr. J. S. Ainger) to commemorate the visit.

Tregedon. Representatives of a number of local organizations attended, marking the links between Fisgard and Torpoint.

The Mayor inspected the guard and band, and was presented with a plaque for the Mayor's parlour. At the Stannary Recreation Centre the anniversary cake was cut by Mrs. Warsop, wife of the commanding officer (Capt. J. C. Warsop), assisted by App. J. Gooden, the youngest artificer apprentice in Fisgard.

A special issue of the ship's magazine is being printed to mark the anniversary, its items including details of the artificer reunion. Cost is 40p (packing and postage included), and copies may be obtained from Lieut. B. Simm, Business Manager, Fisgard Magazine, H.M.S. Fisgard, Torpoint, East Cornwall, PL11 2PB.

LLANDAFF HAND-OVER

The Cathedral-class aircraft direction frigate H.M.S. Llandaff has been handed over to the Bangladesh Navy. The ceremony took place at the Royal Albert Docks in London on December 10, when the ship was commissioned into the Bangladesh Navy. Her new name is B.N.S. Umar Farooq.

The Admiralty Board was represented at the ceremony by the Flag Officer, Medway (Rear-Admiral C. M. Bevan).


Review contest

A competition is being held to find an appropriate design for a first-day postal cover to be issued on the day of the Jubilee Review of the Fleet 1977. Prizes for the competition are £15, £10 and £5, closing date for entries being February 1.

In addition, Courage Brewery has offered two dozen bottles of their Jubilee Ale, a special brew being produced for Jubilee year, and this prize will go to each of the three prize-winners.

Any design which can be re-drawn by a professional artist will be acceptable.

Entries should be addressed to the Jubilee Review Staff, H.M. Naval Base, Portsmouth.



TECHNICAL SERVICES (RAMSEY) LTD.
8 Whytefield Road, Ramsey, Cambs. PE17 1AQ.
Tel: Ramsey (0487) 812596 & 812988.

<p>TECHNICIANS / ENGINEERS in ELECTRONICS / ELECTRICAL and ENGINE / AIRFRAME TRADES</p> <p><i>Let us help you find a well paid job.</i></p> <p><i>Many vacancies offered exclusively to our</i></p> <p>RECRUITMENT SERVICE</p> <p><i>Write for Application Form</i></p> <p>Quote ref : 1209/10/C</p>	<p>FREE COURSES in TECHNICAL AUTHORSHIP</p> <p><i>Write now for details of</i></p> <p>GOVERNMENT SPONSORED COURSES and TAX-FREE ALLOWANCES</p> <p><i>during Training</i></p> <p>Quote ref : 1209/100/C</p>
---	---

Join the Northern Ireland Prison Service and enjoy a good steady job

Your training in the forces is ideally suited to the very worthwhile job of a Prison Officer. Don't let that training go to waste in just any old job in civvy street. You want a job that gives you steady employment with good pay, provides the same sort of comradeship and teamwork you enjoyed in the forces. You will get all that as an officer in the Northern Ireland Prison Service.



If you are in good health, between 21 and 50, 5' 6" or over, just fill in and post the coupon. We will send you a colour brochure and further information on the opportunities for you in the Northern Ireland Prison Service.

Immediately on joining you can be earning over £3500 a year.

Stride into a better future in the.... Northern Ireland Prison Service

To Prison Staffing Officer, Dundonald House, Upper Newtownards Road, Belfast BT4 3SU.

Name _____ Age _____

Address _____

NN

Interested in computers?

Become a Systems Engineer

We supply systems to governments, universities, research, industry and commerce. Each and every customer relies on a team of ICL Field Engineers - and we need more of them right now in London and in the main provincial cities throughout the UK.

You will be given a thorough training on ICL equipment. And you will get the tremendous feeling of satisfaction which comes from using all your technical expertise, tact and personality - and from knowing that, as a representative of ICL, you are important.

You could be a Systems Engineer of the future, if you are an Electronics Engineer, aged 18-35, with a minimum of one of the following:

- City and Guilds or ONC in electronics.
- A completed electronic engineering apprenticeship.
- Two years' electronic engineering experience.
- An HMI Forces' electronics training. Reference TS1064A.

For an application form phone Fred Barnett on 01-788 7272 extension 4044; or write to him, quoting the appropriate reference, at ICL, 85/91 Upper Richmond Road, Putney, London SW15 2TE.

Lecture on Computer Servicing

We are looking for Lecturers to teach the practicalities of computer servicing.

You will be based at our Engineering Training Centre in Letchworth, Herts - the largest of its kind in Europe. Here you will be given a comprehensive grounding in computer technology in general and ICL equipment in particular.

You will be thoroughly prepared to train engineers to the point where they will be capable of maintaining computers at the optimum operational specification.

Ideally, you will have an HNC or Forces' training in a technical subject. Any experience of digital electronics, computers or instructing on these subjects, while not essential, will be useful. Fluency in written and spoken French or German would be a distinct advantage but is not essential.

We'll start you as an Assistant Lecturer on a salary of not less than £3800 a year. You'll be encouraged and expected to progress to the position of Senior Lecturer which carries a salary in excess of £5000. Relocation expenses will be considered where appropriate. Reference TS1064B.

International Computers

think computers - think ICL

ICL

LEAVING THE SERVICE? TAKE COURAGE!

We are one of the Country's leading Brewing Groups and can offer rewarding careers in Public House Management. Many ex-service personnel are already serving happily with us. We offer: Good pay and conditions and full training, an interesting and progressing career.

If you are due to leave the service in the next 12 months, why not contact us for full details.

Write in first instance to:
Retail Trade Assistant, Courage (Western) Ltd.
Victoria Street, BRISTOL BS59 7BT



CTL Training

TOPS Course in Computer Systems Engineering

Surveys indicate a continuing demand for responsible positions as Computer Systems Engineers. To qualify you for such a career, CTL Training offers 32-week full-time courses approved by the Training Services Agency under the TOPS scheme.

The next course begins on February 7th 1977, with selection taking place in January. For further details and an application form please write or telephone CTL at the address below. Details of TOPS allowances and conditions can be obtained from H.M. Forces Education Offices or local offices of the Employment Services Agency.

Training Manager,
Computer Technology Limited,
Eaton Road, Hemel Hempstead,
Herts HP2 7LB.

Tel: Hemel Hempstead 3272.

A PERSONAL MESSAGE FROM SECURICOR IF YOU'RE LEAVING THE FORCES.



LET'S JOIN FORCES

Your Services' background is just what we're looking for. We're Securicor, Britain's by-word for industrial security, and with 290 branches around the UK there may be vacancies in the town where you want to settle. Pay is good - you're paid in full, even while training. There's a free uniform, sick pay, pension and insurance schemes, but above all - job security. Opportunities for advancement are excellent as all promotion comes from within.

Call or write to Securicor, 40 Wilton Road London SW1 (Tel: 01-834 5411) or, if you're stationed in Britain see Yellow Pages for your nearest branch.

We want to hear from you.

SECURICOR
A JOB WITH SECURITY.



"Civvy-street? Rat-race? They meant the same to me"

Now, working for British Nuclear Fuels Ltd. at their Windscale & Calder Works, he has a secure job in one of the most picturesque corners of England.

Set on the beautiful Cumbrian Coast, with the Lake District practically on the doorstep, Windscale offers you a satisfying, well-paid career with unrivalled opportunities for outdoor activities and a terrific social life.

Make a fresh start –
move up to Windscale

We now have vacancies for:

Men and Women as

* INSTRUMENT MECHANICS

required for a wide range of work covering the maintenance of flow, level and pressure measuring instruments, electronic and nucleonic instruments, and complex pneumatic and electronic control systems and computers.

* FITTERS

maintenance fitters, bench fitters and machinists are required for general chemical plant and reactor maintenance work.

- * Rate of pay – £57.70 per 40 hours, 5 day week
- * Good holidays
- * Assisted Travel Scheme
- * Contributory Pension Scheme
- * Housing at Economic Rate
- * Hostel Accommodation

Write for an application form quoting ref SEF 11/B
Works Labour Manager or ring Seascale 333.
Extension 6228 between 8.30 and 4.00 p.m.
on any weekday.

BRITISH NUCLEAR FUELS LTD BNF
Windscale and Calder Works, Sellafield, Nr. Seascale, Cumbria

SULTANATE OF OMAN NAVY APPOINTMENTS

Contract appointments of 3 years duration are available in the rank of Lieutenant in the Navy of the Sultanate of Oman for Seaman Officers, Engineer Officers, a Weapons Electrical Officer, a Staff Supply Officer and a Staff Officer (Finance). Applicants must have had recent service in the Royal Navy, or be on the point of leaving full-time R.N. service, and possess the following experience and qualifications –

SEAMAN OFFICERS (To serve as First Lieutenant in small ships and craft) Ex-Officer of the Executive Branch, with recent sea-going experience and preferably some practical knowledge of "small ships" – must possess watchkeeping and ocean navigation certificates.

ENGINEER OFFICERS (To serve as Chief Engineer in small ships and craft) Ex-S.D.L. or Supp. List Engineer Officer or C.P.O. (Artificer) with experience in diesel and other small i.c.e. plus a fair amount of electrical knowledge.

ENGINEER OFFICER (For maintenance and repair duties on engines and Officer with experience of the maintenance and repair of a wide variety of engines and machinery used in small ships and small landing craft.

WEAPONS ELECTRICAL OFFICER (For duties mainly concerned with the maintenance and repair of Oto Melara gun systems) Ex-Weapons Electrical Officer who has specialised in the ordnance side of gunnery and has experience in weapons systems under the new R.N. system of grading.

STAFF SUPPLY OFFICER (For staff duties at Oman Navy H.Q.) Ex-R.N. Officer with a broad supply background, ashore and afloat, and with some staff experience.

STAFF OFFICER (FINANCE) (For staff duties at Oman Navy H.Q., mainly concerned with Navy budget preparation and control) Ex-R.N. Officer, Fleet Chief Writer or C.P.O. (Writer) with a broad supply background, and with practical knowledge of modern budgeting and cost control methods.

These appointments are unaccompanied (although there may be opportunities for short family visits to Oman) and the age limit is 45.

Conditions of service include annual emoluments commencing at the equivalent of £9,500 at the current rate of exchange (tax free); a generous end-of-contract gratuity; normal naval mess facilities (when ashore) with air-conditioned bachelor accommodation and services free of charge; and 60 days home leave annually (usually taken in two periods of 30 days) with air passages paid.

For further details, write enclosing a brief resume of your qualifications and experience to:

Box No. NAVY NEWS 349

Careers in Communications

Technical Writers
Installation Technicians
Sales Engineers

We are looking for Technicians and Engineers with a good basic knowledge of Radio Communication Techniques to be involved with a wide range of complex electronic systems.

As a Technical Writer we would train you in the writing of handbooks for our customers, and as a Sales Engineer you would be responsible for preparation of tenders and negotiation with customers.

If the moving life appeals to you then installation Engineering will involve you in commissioning systems all over the world for periods of between three and six months. We are also looking for fitters with experience of generators, diesels and pipes who are prepared to travel.

For further information please write to or phone G. Short Senior Personnel Officer, Marconi Communication Systems Ltd., New Street, Chelmsford, Essex. Telephone Chelmsford 53221 ext. 592.

**Marconi
Communication
Systems**
A GEC-Marconi
Electronics Company

Project Engineer Underwater Systems

Sperry, a major defence systems supplier, wishes to complement its established systems management team by the appointment of a Project Engineer to be concerned with the procurement and supply of a range of naval equipment. The position involves a strong emphasis upon customer liaison. The duties would be as follows:-

- *Preparation of technical specifications and marketing information
 - *Preparation of equipment schedules
 - *Assisting our Purchasing Department in selecting sources of supply and solution of technical problems
 - *Project control of contracts
 - *Assisting the Marketing Department in presentations in the UK and abroad
- The post would be of interest to ex RN personnel with practical knowledge of minesweeping and equipment. Travel within the UK and abroad will be required. Employment conditions are excellent, including competitive salaries, free life insurance, contributory pension scheme and an active sports and social club. Assistance with relocation expenses can be provided where appropriate. Equal consideration will be given to candidates of either sex.

Write or telephone for an application form to Steve Pheasant, Personnel Officer, Sperry Gyroscope, Downshire Way, Bracknell, Berkshire RG12 1QL. Tel. Bracknell (0344) 3222



DIVISION OF SPERRY RAND LIMITED

Ferranti Product Support

We are seeking Engineers who will form part of, or may lead, a small team supporting the Company's computer based systems in the field. The prime task is to investigate design improvements at system and sub unit level, and to investigate fault symptoms and propose corrective measures.

Other responsibilities are for the organisation of modification embodiment on customer's equipment; and initiating supporting documentation and changes to handbooks, trials schedules etc.

In order to undertake the work satisfactorily we anticipate that the successful candidate will have a qualification in engineering at HNC level in electronics, with a minimum of approximately five years practical experience, preferably, but not exclusively in computers.

These are staff appointments and offer a contributory staff pension and dependents assurance scheme, a progressive salary structure and flexible working hours.

If you are interested, please ring Lynne Webb, on Bracknell 3232, ext. 471, Recruitment Office, or write, quoting ref. no. D/632/ NN, to:-

The Personnel Officer,
Ferranti Limited,
Western Road,
Bracknell, Berkshire.

FERRANTI
Digital Systems Division



OPERATIONAL SYSTEMS

Product Support

Acceptance

Design and Manufacture

ACT TODAY

for a

BETTER TOMORROW

as a

NU-SWIFT FIRE PROTECTION CONSULTANT

We manufacture the finest range of portable Fire Extinguishers in the world. Our Multi-Purpose Dry Powder Extinguishers are unique, but our latest development is even more exciting. Just three weeks ago, we launched a Smoke and Heat Detector, which will boost an already successful year.

We already have a major share of this rapidly expanding market as, like the Royal Navy, many fire-conscious organisations throughout the world rely on our equipment.

WE OFFER YOU: An opportunity to earn at least £5,000 in your first year. After that, the sky's the limit!

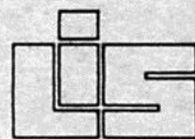
HOW: Continuous training which is both interesting and comprehensive AT OUR EXPENSE. Guaranteed territory near your home.

PLUS: Free overseas holidays and an excellent pension scheme . . . which all adds up to security, outstanding prospects and complete job satisfaction.

All we ask is that you be aged 25-50, enjoy good health, possess a friendly but strong personality, and are seeking a permanent career.

If you think this is too good to be true, do you know of anyone who can't have a fire? Act now — write to: **DAVID HUNTER, SALES TRAINING MANAGER, NU-SWIFT INTERNATIONAL LIMITED, ELLAND, YORKSHIRE**, who will welcome applications from either sex.

A secure career + Management Prospects



Leaving the Service? Then this is your opportunity to start a new career, that is not only extremely rewarding, but offers excellent prospects for promotion to management level.

The L.I.S. Group of Companies, specialists in Life Assurance — Finance — Investment — Mortgages, offer all personnel a chance to join the many successful ex-Servicemen in the Insurance industry and within our Group.

Why not contact our Recruiting Manager and let him explain how YOU could become a member of one of today's most progressive companies in the field of Broking, Investment and Finance.

We would very much like to talk to you so write or telephone, or complete the coupon below.

To: The L.I.S. Group of Companies
Coltishall Hall,
Coltishall, Norwich, Norfolk, NR12 7AG
Tel. Coltishall 771

Please send me details of the opportunities available with the L.I.S. Group

Name: Age:

Address:

Area in which work required:

Date of leaving the Service:

SULTANATE OF OMAN INSTRUCTOR OFFICER — Oman Navy

Applications are invited to fill a vacancy for an Instructor Officer in the Oman Navy in the rank of Lieutenant, to carry out teaching duties mainly with Navy Cadets. Applicants must be ex-R.N. Officers of the Instructor Branch, with appropriate qualifications in English Language, and must be able to teach English, Maths and Physics to foreign students to G.C.E. 'O' level standard, and also be able to instruct in celestial and coastal navigation and associated subjects.

This is a uniformed contract appointment of 3 years' duration, with a maximum age limit of 45, and is unaccompanied (although short family visits to Oman may be possible). The successful applicant would be required to live on board the Cadet Training Ship (1,000 tons) and take an active part in normal Navy life.

Conditions of service include annual emoluments commencing at the equivalent of £9,500 at the current rate of exchange (tax free); a generous end-of-contract gratuity; normal naval mess facilities; and 60 days home leave annually (usually taken in two periods of 30 days) with air passages paid. For further details, write enclosing a brief resume of your Service qualifications and experience, to: Box No. Navy News 348.

BARGAIN OFFER AT SOUTHWICK PARK

SPORT

January sales
are now on at
Southwick Park

January sales are on at the new Southwick Park Naval Recreation Centre. Sportsmen who take up the Centre's inflation-beating golf club offer will get membership for two years at rock-bottom prices.

The offer is in two parts and is directed at both serving personnel and civilians. Service golfers who join before January 31 will get two-year golf and club membership for £70. If they pay up before March 31, it will cost £80.

For civilian personnel the same two-year golf and club membership is on offer for £100 if paid by January 31, and £110 if paid by March 31.

That is not all on the S.P.N.R.C. bargain sale. The first 100 members paying either £70 or £80 before March 31 will be guaranteed continuing membership when they leave the Service. They will also be exempted from the £50 civilian entrance fee.

BONUS

The second bonus for these first 100 members is that their names will be put into a hat and the first three out will win three years, two years, or one year of free membership in addition to the two years already paid for.

Golfers looking at these "inflation beaters" should compare them with the normal cost of membership. After March it will cost serving personnel £40 for the next 12 months, and probably £45 for the following year. Civilians will have to pay £55 after April 1, and probably £60 in 1978.

APPLICATIONS

The golf course is not yet ready for play, but the subscription offer will take effect from the date of the course opening. Application forms are available from the Manager, Southwick Park Naval Recreation Centre, or committee members.



The view to the clubhouse from the 13th green of Southwick Park Naval Recreation Centre's new golf course.

At the recreation centre, the club house, with bar and spike bar, is already open and in use. Work began last November on the outbuildings, which consist of locker room, changing rooms and showers. There will also be a professional's shop.

These buildings are a 50yd. chip from the first tee, which is the start of a three-hour round over the most delightful Hampshire parkland.

Already fairways look open and inviting, but the grass which forms the rough will be long enough to penalize the

wayward golfer.

On the advice of Alan White, the club professional at Blackmoor, Hants, hundreds of young trees will be planted to supplement the existing mature varieties.

The par three second and par four third are not particularly difficult holes, but the fourth, a par four, is likely to set all sorts of problems. The second shot will be most demanding; a narrow entrance to the green is guarded by a river which crosses the fairway about 80yd. from the green, and a green-side bunker.

THE LAKE

The golf course is constructed around and, in places, across the lake. It extends into the grounds of Southwick House, the floral gardens of which, now grassed over, form part of the interesting 14th and 16th fairways.

For the prospective member there are already six cups and trophies on the fixture list for the 1977 season. Trophies have been given to the club by Portsmouth Command establishments.

TELEVISION
TRAINING

ONE YEAR full-time practical and theoretical training course in Radio & TV Servicing (Mono & Colour).

26 WEEKS full-time Mono & Colour TV Servicing course for ex-Radio Electrical Mechanics.

Grants available. Courses commence Jan., April and Sept. (Also courses for prospective Merchant Navy Radio Officers).

Prospectus from: London Electronics College, Dept N/T, 20 Penny-wern Road, London SW5 9SU.

Two Navy boxing champions are included in the England team to meet Scotland in Dundee on January 12. They are welterweight Paul Kelly (H.M.S. Nelson) and light middleweight Nick Croombes (H.M.S. Tiger).

A third Navy boxer, light-welterweight Wayne Green (H.M.S. Tiger) has been selected as a first reserve for the match.

Kelly, now a regular member of the full England squad, did himself a power of good by out-pointing Colin Jones in the England v. Wales international in Hull at the beginning of December.

It was Jones who beat Kelly in the A.B.A. final earlier this year and cost the Navy champion an almost certain ticket to the Montreal Olympics. Even then there were many critics of the decision to send the young Welshman ahead of the more experienced Kelly.

The return match at Hull saw Kelly take a commanding lead over the first two rounds, then defend it more than adequately when Jones fought back in the final three minutes.

CHAMPIONS

Southpaw Kelly was not the only Navy boxer to beat an A.B.A. champion during December. At Repton, light-welterweight Wayne Green (H.M.S. Tiger) outpointed Sylvester Mittee to record the best win of his career.

Nick Croombes sharpened up for the Scotland match with a second-round win against Repton's Amos George during a representative match at H.M.S. Nelson between the Royal Navy and the London North-East Division select.

Croombes's win contributed towards the Navy's 6-4 victory over their powerful opponents. There were several performances to savour during the evening, not least Royal Marine lightweight Andy Gill's points win over Cole Rodgers of Barking.

Navy newcomer Mike Blinkhorn stepped into the breach when Paul Kelly's scheduled opponent failed to arrive, and stopped Mick Arch in two rounds of impressive straight hitting.

Details (R.N. names first) were:
Bantamweight — M. Garrity lost to J. Devitt, pts.
Featherweight — V. Christopher beat M. O'Brien, pts. M. Chance beat M. Parsons, pts.
Lightweight — A. Gill beat C. Rodgers, pts.
Light-welterweight — S. Matthews beat T. Bowden, pts.
Welterweight — M. Blinkhorn beat M. Arch, rsc 2.
Light-middleweight — M. Lescott lost to C. Antonio, rsc 1. N. Croombes beat A. George, rsc 2.
Light-heavyweight — D. Price lost to G. Murphy, pts.
Heavyweight — A. Mitchell lost to D. Horne, rsc 2.

SPECIAL CONTESTS

Bantamweight — R. Flint beat P. Jacobs, pts.
Light-heavyweight — T. Taylor beat B. Sowden, pts.

MIDLANDS

When the Navy team lost by three bouts to four to Midland

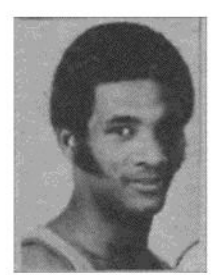
BOXING

CROOMBES AND
KELLY GET
ENGLAND CALL

PAUL KELLY



NICK CROOMBES



WAYNE GREEN

Counties at Stoke on November 24, it was the first pre-Christmas tournament that had been lost in 15 such contests.

A week later, in Llandudno, the Navy held a powerful North Wales team to a 4-4 draw, with Micky Garrety (Glamorgan), Vince Moore, Andy Mitchell (42 Commando) and Barry Sowden (Collingwood) all winning.

With the honourable exception of the narrow defeat at Stoke,

Navy boxing has had a most successful season so far, and Navy coach CPO Tony Oxley is pleased with the depth of talent available to him.

Navy boxers are certain to make an impression on the run-in to the A.B.A. championships, so the Inter Service matches, and the Navy's own championships, at H.M.S. Nelson on January 18-19, will have a special significance.

M & P SPORTS

224g Havant Road, Drayton, Hants

Telephone: Cosham 80132

(24-hour ansafone service)

MIKE STRETTON

(former Royal Navy basketball player and coach)

will be pleased to hear from you.

Write, phone or call for prompt attention.

Parcels despatched anywhere, anytime.

Stockist for most major
Sports Manufacturers

Manufacturing
Test
Technicians

We now have a number of opportunities for Test Technicians (Male & Female) to functionally test the range of Havant made computer products. They will perform an essential part of the Manufacturing Process where qualifications and experience vary, according to product type. The top end of the range requires skill usually found in Technicians with HNC in Electronics, or equivalent qualification, or equivalent knowledge gained through experience in H.M. Forces or in servicing electronic equipment. At the other end of the range we require technicians with past experience of testing simple electronic devices, who are keen to work on small digital computer products within a production environment.

Starting salaries are very competitive, together with first class working conditions and a wide range of fringe benefits. You may be expected to work on a double shift basis for which an attractive premium will be paid.

If you feel your skill matches one of our vacancies, why not phone Marjorie Menereau, Personnel Officer, Havant Plant, on Havant 6363 Ext 8315 for an application form. Or if you prefer write to her at

IBM United Kingdom Limited, Langstone Road, Havant, Hants., quoting ref. **NN/92769**

IBM

ELECTRONIC SERVICE ENGINEERS

Collins are acknowledged leaders in the field of space communications, and major suppliers of sophisticated avionics and telecommunications systems and equipment.

We invite applications from service personnel for positions in our U.K. maintenance organisation. Previous experience in the repair and testing of airborne electronic equipment or data communication equipment would be required.

Career prospects are excellent and highly competitive salaries and fringe benefits will be offered depending on experience.

Generous relocation expenses are available for suitable applicants who would need to reside in the Home Counties of West of London.

Applications for these positions should be made in writing during the six months prior to release from service commitments to:

Personnel Manager,
COLLINS RADIO COMPANY OF ENGLAND LTD.,
Heathrow House,
Bath Road, Cranford,
Hounslow, Middlesex, TW5 9QW.

SPORT

NAVY CUP RUGBY • SQUASH NOTES

Navy squash team gets a steady start

With five out of the six who played in the last Inter Service tournament unavailable this season, Royal Navy squash has got off to a steady if unspectacular start to the winter campaign, writes Mike Benson.

Irvine Pratley (Daedalus) and Geoff Huggins (Yeovilton), both new to Navy squash, have found themselves playing one and two in most matches, and it is largely due to their efforts that such encouraging results (seven out of ten matches won) have been achieved.

Pratley's victory over the Cambridge University number two has been the highlight so far as individual results have been concerned.

Others to have represented the Navy this season have been Phil Pool (A.S.W.E.), Mike Benson (Mercury), Mike Sauvage and Simon Hope (Dartmouth), Chris Sawtell and Ian Napier (Greenwich), Simon Man, Peter Des Claves, Burton Toft and Andy Johnstone (Manadon), Colin O'Keeffe (Glamorgan), Frank Smith (Fife), Bungy Williams, and the Royal Marines Andy Keeling and Mike Sammelson.

NEW YEAR

It is hoped that some of the stronger players will be around in the New Year when Navy champion Paul Chaplin and Frank Smith should be able to

SQUASH

play regularly. It is unlikely, however, that Jolyon Ralston, Robin Bawtree (Jaguar), O'Keeffe or Toft will be available for the Inter Service tournament.

The Inter Command tournament at R.N.E.C. Manadon produced a very exciting finale, with Portsmouth just defeating Plymouth 3-2. There were excellent games throughout, and only four of the 30 competing players won all their individual matches.

The next major event in the squash calendar is the Navy championships, to be held at Portsmouth from January 27-30. Paul Chaplin will be back from Moscow to defend his title, and entries should be in to the secretary of the R.N.S.R.A. at H.M.S. Nelson by January 10.

UNDERDOGS

Three weeks later the Inter Services will take place, with the Navy very much underdogs on this occasion.

Interest in the game continues to expand faster than the provision of facilities, and many naval personnel are joining civilian clubs to get the playing conditions they need to further their game.

It is very encouraging that some establishments are entering teams in local leagues. Exposure to this type of competition should boost the overall standard significantly.

RESULTS

Navy squash results so far this season have been:

R.N. beat Kent 3-2; beat B.R.N.C. 5-0; lost to Devon 0-5; beat London House 4-1; beat R.A.C. 4-1; lost to Cornwall 0-5; beat Cambridge University 3-2; beat Ganders 4-1; lost to Berkshire 0-5; beat Woking 4-1.

Placings in the Inter Command tournament were: 1. Portsmouth; 2. Plymouth; 3. Royal Marines; 4. Medway; 5. Air; 6. Scotland.

Raleigh on the target

The annual rifle competition for the Fiskeham Lott Trophy was won by H.M.S. Raleigh. Held at Trevor Range, Torpoint, the competition was between Raleigh, H.M.S. Figgard and R.N.E.C. Manadon.

Three junior seamen, recently entered into the Service, took places. They included JS Jensen (Raleigh) who beat Sub-Lieut. Butler (Manadon) into second place after no fewer than three shoots off in the 100 yards rapid competition.

Detailed results were:
100yd. deliberate — 1. JS Byers (Raleigh) 2. JS Roberts (Raleigh)
100yd. rapid — 1. JS Jensen (Raleigh)
2. Sub-Lieut. Butler (Manadon)
100yd. snap — 1. Sub-Lieut. Coulthard (Manadon) 2. Sub-Lieut. Butler (Manadon)
Team snap — Manadon
Junior team titles — Raleigh
Junior officers' team titles — Manadon
Senior officers' team titles — Raleigh
Overall result — 1. Raleigh (10 points), 2. Manadon (8), 3. Figgard (6)

RUGBY

Fabian kicks

Manadon to KO Cup win

The major event in the Royal Navy rugby calendar for December was the final of the R.N. Knock-out Cup, writes Mike Vernon.

Having defeated area winners H.M.S. Neptune and H.M.S. Nelson in the semi-finals, the teams who took the field at U.S. Portsmouth on December 15 were H.M.S. Collingwood, hoping to emulate their 1974 win, and R.N.E.C. Manadon, finalists for the first time since the competition started in 1972.

BITTER COLD

The weather conditions were dry but bitterly cold, which may have accounted for the slender, though vociferous, spectator

support. Early aerial bombardment was followed by Manadon pressure and the game was only four minutes old when Geoff Fabian in the College centre received the ball smartly after a ruck in the Collingwood 22 and had ample time to steady himself and drop a simple goal.

With wind advantage, the first half belonged to Manadon, whose forwards were firmly in charge. But despite several good scoring chances they were unable to add the finishing touches, and had to be content with a lead of 6-0 at

half time. Fabian had added a penalty, awarded for a line out offence, to his drop goal.

SECOND HALF

Collingwood came more into the picture in the second half, particularly at the beginning and towards the end, and both sides produced flashes of entertaining rugby without actually being able to break the deadlock.

With cover defences remaining tight to the end, the only score of the second half proved to be another penalty goal by Fabian

in the 54th minute, resulting from a crooked scrum feed.

Without ever really being able to impose their all-round superiority on a Collingwood side bedevilled with injury and fitness problems — both their replacements had to be used — and comprehensively denied good ball, Manadon ran out worthy winners of a match of considerably higher standard than some of its forerunners.

The game was admirably and unobtrusively controlled by Malcolm Lawrence and the cup and winners and runners-up medals were presented by the Commander-in-Chief Naval

Home Command, Admiral Sir Terence Lewin, who is also President of the R.N. Rugby Union.

INTO ACTION

The Navy representative team go into action after Christmas leave with games at Bath (January 12), Leicester (19th), Blackheath (22nd) and Bristol (26th), as part of their run up to the Inter Service matches on February 26 (v. R.A.F.) and March 5 (Army) at Twickenham, for which tickets can be obtained from the Honorary Secretary, R.N. Rugby Union, c/o office of D.N.P.T.S., Orion Block, H.M.S. Nelson.



N.A.C. rise to the occasion

Fingertip action during the final of the Inter Command basketball tournament at R.N. air station Culdrose. Naval Air Command beat Portsmouth 79-51 to take the championship.

The Royal Marines finished third, Scotland fourth, Plymouth fifth and Medway sixth.

A week later the Naval Air team made a two-day tour of Jersey, losing 30-60 to the island team on the Saturday and beating the same squad 58-42 the following day.

Athletic points

When athletics coach CPO Henry Sharp leaves the Royal Navy in March, coaching and administration of the sport will fall largely on to the shoulders of four currently active naval athletes.

The job has had to be fragmented because no one has been appointed to replace Chief Sharp as a full-time administrator and coach. The future of this coaching berth, however, is still under consideration.

Coaching of senior naval athletes will be co-ordinated by PO Trevor Walhen, the decathlete based at H.M.S. Heron. Coaching and administration of junior athletes will be looked after by L.A. Ty Lewis, the Navy's 400m hurdler.

Management of the Navy cross country team will be done by POPT Mo Mahoney (H.M.S. Sheffield), while CPO Dave Brady (H.M.S. Temeraire) will do a similar job for the Navy athletics team.

CROSS COUNTRY

The Navy's senior and junior cross country championships will again be combined and are scheduled to be run on February 22 at H.M.S. Dryad.

Likely to be missing from the Navy athletics scene this season are Marine Colour Sergeant Ted Kelland and CPO Alan Cronin. Kelland, the Navy's hammer, shot and discus champion, will be in Northern Ireland, and international hurdler Cronin has been drafted to a ship.

Celebrating with the Navy Knock-out Rugby Cup are members of the victorious R.N.E.C. Manadon XV. From left to right are Sub-Lieut. R. Jolly, Lieut.-Cdr. A. E. Trenary (coach), Lieut. G. Fabian, Sub-Lieut. I. Jenkins, Sub-Lieut. M. Bowker, Sub-Lieut. P. Holt, Sub-Lieut. M. Blake, Lieut. S. Batten (capt.), Sub-Lieut. R. Gibb, Capt. R. G. Baylis (club president), Sub-Lieut. D. Hart, Sub-Lieut. P. Fiander, Mid. R. McElwaine and Sub-Lieut. J. Moore.



GOOD START FOR R.N. SOCCER SQUAD

SPORT

Navy give Plymouth Argyle a fright

A 1-1 draw against the strong Plymouth Argyle Combination League side on December 16 confirmed an excellent first half to the season for the Navy football squad.

On the two previous occasions that they had met Argyle, the Navy had conceded a total of ten goals. The same Argyle side had recently beaten Queens Park Rangers reserves 3-1, and the team that lined up against the Navy included four players with Football League experience. The Navy scored first through Ron Vercesi before a slip at the back let the home side in for an equalizer. After that the game was evenly contested, with the Navy rarely in trouble.

Navy coach Derek Godwin was understandably delighted with the result.

"One-all for us was a tremendous result. Even they were pleased for us. It means that we've had three wins and a draw in the pre-Christmas period, and I can't remember the team doing that before."

One reason for the team's success has been that half the squad play for the Portsmouth Royal Navy club. This has given a continuity sometimes lacking in Navy soccer. Another reason has been the presence of Jimmy Stevenson in the centre of the Navy attack. He has consistently drawn off defenders to allow the men on the flanks more room to operate.

As a result, Vercesi (Osprey), David Turnbull (D.N.R.), Steve Littlefair (Nelson) and Frank Ovard (R.M. Deal) have all been scoring goals. Stevenson's hard work in training has been reflected in his early form, and has played an important part in the team's success.

An RO1, he is due to start a PTI course at H.M.S. Temeraire. In 1970 Stevenson scored against the Army, but a draft to H.M.S. Gurkha kept him at sea until last season, when he shared in the Navy's triumphant Inter Services campaign.

Undoubtedly a third factor in the ingredients of success has been the goodwill of commanding officers. Players from as far apart as Scotland, Deal and the West Country have been given support and time to mould an effective team.



Jimmy Stevenson... giving power to the Navy attack.



Big Jack Charlton (left) lines up for the camera with members of the H.M.S. Devonshire Football Club who visited him during a Middlesbrough F.C. training session. The Boro manager had

earlier presented a tankard to LS Paddy McCarthy (centre) on behalf of the Devonshire F.C. in appreciation for Paddy's services as their manager.

Photo: Lieut. D. R. Atterbury.

SOCCKER

BIG JACK TAKES ON DEVONSHIRE

Highlight of their ship's visit to Middlesbrough for H.M.S. Devonshire's football team was a day spent behind the scenes at Middlesbrough Football Club.

The 30 members of the ship's football club were met at Ayresome Park by Harold Shepperton, assistant manager of Middlesbrough and a former England team coach.

He gave the lads an introductory talk followed by a tour of the club. Some of the party elected to stay behind for a training and coaching session while the rest took a coach trip to Boro's training ground at Teesside Airport, where they were able to watch former England and Leeds star Jack Charlton putting his first team squad through a rigorous training session.

APPRENTICES

The big Boro manager led a team of club apprentices against the Devonshire's first XI in the afternoon. Devonshire were first to score before giving away an own goal. But with Jack Charlton directing his side, Middlesbrough got more and more on top and won by four goals to two.

Before the game, Jack Charlton presented to LS Paddy McCarthy on behalf of the Devonshire F.C. a tankard in appreciation of his time as their manager.

R.N. SQUAD FINDS WINNING FORM

Three wins and a draw have got the Royal Navy football team's representative programme off to a bright start, writes Jack Sheppard.

Following a 2-1 win against the Universities Athletic Union, the Navy beat Fareham Centipedes 4-0 at the Victory Stadium, with a hat-trick from Jimmy Stevenson (Mercury) and the fourth from David Turnbull (D.N.R.).

The team's third success came against the British Fire Service at Goole. After an early disaster inflicted by a slack back pass, the Navy worked hard to retrieve the situation. Goals from Steve Littlefair (Nelson) and Jimmy Stevenson (penalty) saw them to victory.

Before the Goole game, the Navy footballers were accommodated at H.M.S. Forest Moor,

where they were very well looked after.

CANCELLED

A waterlogged pitch saw the cancellation of the Navy's first South West Counties matches, against Hampshire, and the game has been rescheduled for February 23.

Fixtures for the second half of the season start on January 12 when the squad travels to London to play the Amateur Football Alliance. This is

followed by matches on January 19 and 26 against Wiltshire and Dorset in the South West Counties competition. Both games start at 1930, the Wiltshire game at Salisbury and the Dorset match at Victory Stadium, Portsmouth.

The youth side played the first of their South West Counties matches against Wiltshire on December 11 and lost 3-0. They are scheduled to play Dorset on January 22 and Hampshire on February 12.

KENT'S WIN

H.M.S. Kent's soccer team beat the STA-NAVFORCHAN Squadron XI by two goals to nil in a match played at Victory Stadium, Portsmouth.

WHEN, WHAT AND WHERE

JANUARY

7—Squash: R.N. v. Sussex (U.S.S.C., Portsmouth).
7/12—Skiing: International Military Bobsleigh Championships (Igls).
8—Hockey: R.N. v. Loughborough (Loughborough); Fencing: R.N. v. Surrey (Surrey); Hockey: R.N.W. v. Henley (Henley); Athletics: County Championships.
9—Hockey: R.N. v. Leicestershire (Loughborough); Hockey: R.N.W. v. Royal Ascot (Ascot).
9/23 Skiing: British Bobsleigh Championships (Oberhof).
12—Football: R.N. v. A.F.A. (London); Rugby: R.N. v. Bath (Bath).
14—Squash: R.N. v. Civil Service (London).
15—Hockey: R.N. v. Reading (Reading); Rugby: R.N. (U19) v. Devon Colts (Devon); Netball: R.N.W. v. Taunton (H.M.S. Heron).
16—Hockey: R.N. (U21) v. Kent (U21) (Home); Rugby: R.N. (U19) v. Somerset Colts (Yeovilton); Volleyball: R.N. v.

Putney 2 v. Hillingdon (H.M.S. Sultan); Netball: R.N.W. v. Avon (H.M.S. Heron).
17—Swimming: R.N. v. Hants Clubs (H.M.S. Temeraire).
18/19—Boxing: R.N. Open Championships (Portsmouth).
19—Football: R.N. v. Wiltshire (Salisbury); Rugby: R.N. v. Leicester (Leicester).
21—Squash: R.N. v. Squirrels (Oxford).
22—Fencing: R.N. v. U.A.U. (H.M.S. Temeraire); Rugby: R.N. v. Blackheath (Blackheath); Squash: R.N. v. Oxford (Oxford); Hockey: R.N.W. v. Chelsea PE College (Eastbourne).
23—Hockey: R.N. (U21) v. Keatsles (Southampton); Hockey: R.N. v. Hawks (Whiteley Village); Hockey: R.N.W. v. Bishop Otter (Chichester).
24—Swimming: R.N. (U21) v. Cornwall Clubs (H.M.S. Flagard/Raleigh).
24/6 Feb.—Skiing: World Bobsleigh Championships (St Moritz).
25—Basketball: R.N. v. Civil Service (London).
26—Football: R.N. v. Dorset (Portsmouth); Rugby: R.N. v. Bristol (Bristol).
27/30—Squash: Royal Navy

Championships (U.S.S.C. Portsmouth).
29—Badminton: R.N.W. v. Isle of Wight (I.O.W.); Netball: R.N.W. v. North Hants (H.M.S. Nelson).
30—Hockey: R.N. (U21) v. Somerset (Yeovil); Rugby: R.N. (U19) v. Millfield (Yeovilton); Badminton: R.N.W. v. To be confirmed (Portsmouth); Netball: R.N.W. v. Isle of Wight (H.M.S. Nelson).
31/5 Feb.—Skiing: British Open International Services Ski Championships (Alpbach).

FEBRUARY (1st week)

2—Football: R.N. v. London University (Chatham); Hockey: R.N. v. Cambridge University (Cambridge); Rugby: R.N. v. Cambridge University (Cambridge); Skiing: British Services Cresta Championships (St Moritz).
3—Boxing: R.N. v. Army (Portsmouth).
4—Squash: R.N. v. Escorts (R.A.F. Uxbridge).
5—Hockey: R.N. (U21) v. Southampton University (Awy); Hockey: R.N.W. v. Portsmouth Civil Service (Milesea).

Watts wins individual darts title

CPO Archie Watt (H.M.S. Sultan) won the individual title at the Portsmouth Senior Rates Darts League finals and presentation night. CPO Watt retained the title he won last year, beating RSM Taff Argus (St George's Barracks) in front of 200 spectators in a packed Fleet and Chief Petty Officers' Mess at H.M.S. Sultan.

The pairs knock-out competition was won by PO Percy Plevy and PO Beamish Seaton of Sultan, who defeated a pair from the F and CPOs' Mess, H.M.S. Nelson.

Outstanding player of the

league was PO Plevy, who received five prizes during the evening.

League prizewinners were:
League champions — POs Mess, H.M.S. Sultan, runners-up, Sergeants Mess, St George's Barracks.
Aggregate winner — PO Percy Plevy, H.M.S. Sultan.
Highest finish (129) — PO R Wilmot (Daedalus) and CPO Pete Harding (Collingwood).
Highest score (180) — PO P Plevy (Sultan) and Sgt Alec Corser (St George's).
Individual winner — CPO Archie Watt (Sultan), runner-up, RSM Taff Argus (St George's).

Pairs — POs Mess, H.M.S. Sultan, runners-up, CPOs Mess, H.M.S. Nelson.

Nelson win Hockey Cup

H.M.S. Nelson won the Royal Navy Hockey Cup by beating R.N.E.C. Manadon in the final at Portsmouth. With no score at full time, the match went into an extra ten minutes each way.

Bob Wilkins struck during extra time to score the only goal of the match for Nelson.

Eke in at Lombard finish

LA Chris Eke's first international rally experience ended with a very creditable 43rd overall in the demanding Lombard R.A.C. Rally. Eke, who was recently drafted to 846 Squadron at R.N. air station Yeovilton, navigated for Portsmouth driver George Booty in the only Colt car in the rally.

They were also sixth in class in their 2-litre Galant. In addition, Eke also won an award as the first home of those competitors on their first international rally.

'I SERVE' — AND RON IS CAPTAIN!

A royal steward waited at the table for the H.M.S. Bronington crew's Christmas dinner, when Lieut. the Prince of Wales exchanged uniforms in order to observe the Royal Navy tradition. The Prince's woolly-pully, with two stripes, was worn by the "captain for the day," Leading Steward Ron Patterson, the occasion adding to the merriment of H.R.H.'s farewell to the Service.

Because "command had aged him," the Prince was trundled away from the Bronington in a wheel chair, having had bestowed upon him a new "decoration" — a lavatory seat garlanded with a toilet roll.

He departed to the cheers of his own ship, and from the crews of other minesweepers berthed nearby. Besides his decoration, the Prince has other mementos of his Bronington days — a ship's bell and a framed cartoon by Tugg Wilson, hilariously depicting the "in jokes."

One of the best-remembered parts of the farewell programme is likely to be the Prince's "command performance," a variety show in a hall near Rosyth dockyard, where the audience included the Bronington ship's company and families.

Harry Secombe topped the bill, and he and other artists gave their services free, the collection raising £120 for the R.N. and R.M. Children's Home at Waterloo, Hants.

In another touch of humor, Navy News proudly presents a contribution from the Bard of the West Country, Bernard Campion, who was much moved by the sight of a picture of Prince Charles reading our paper (December issue).

By Appointment . . . ?

*I'm all about when flags are out —
No man can doubt my loyalty,
And now with lump in throat I note
Our rag is read by Royalty.
Imagine my acute delight
(Despite my legendary shyness)
On learning those bright gems I write
Might sometimes entertain His Highness!
It's fun, when all is said and done —
It's also flattering and pleasant
When lines from sage engage the gaze
Of pusher, pauper, prince, and peasant.
Just think, if patron is a sport
And partial to the humorist,
He might regard a naval bard
As candidate for Honours List . . .
Should this be "out" I wouldn't shout —
No bitterness would this evince;
I'd proudly hint my monthly stint
Once prized a titter from a prince . . .*

Bernard Campion

WOLVERTON LARK

Actor Leslie Phillips, well-known for his role as a disaster-prone lieutenant in the B.B.C. radio series "The Navy Lark," was wisely confined to the upper deck of H.M.S. Wolverton when he visited the Hong Kong Squadron patrol vessel at H.M.S. Tamar.

Taking time off from entertaining theatre audiences at the Hong Kong Hilton, he joined the Bofors gun crew on the forecabin, where

PO(Phot) Stuart Wood pictured him larking about with AB Pony Moore, AB Bruce Evans, and AB Robbie Robb.

Hong Kong's first Navy Day for two years resulted in a total of 70,000 Hong Kong dollars being handed over to the Hong Kong Sea School, the Hong Kong Playgrounds Association, the Heep Hong Club for handicapped children, and the Royal Navy Wives Association for distribution among other charities.



An arresting sight . . .

Miss World provided an arresting sight for members of the Naval Patrol at H.M.S. Nelson when she visited their unit in Portsmouth. The newly-crowned Cindy Breakspere, naturally enough looking dazzling in a magnificent fur coat, posed for photographs with Lieut.-Cdr. Peter Fairless, the Naval Provost Marshal, and members of the Patrol.

Miss World is seen below at the gates of H.M.S. Nelson with Lieut.-Cdr. Fairless and (left to right) LREG David Kerr, LREG Christopher Smith, LREG Roy Mundy, RPO Phillip Shapiro, LREG Brian Rodgers, and LREG Dave Ridgway.

Hero returns — with some new stars



Does the chubby genial countenance of Derek Godfrey pre-empt a more relaxed time for the crew of H.M.S. Hero in the B.B.C. "Warship" series? Viewers will soon know, for the popular fictional Navy returns to our screens this month.

Derek takes the part of Captain Holt, and he has a new first lieutenant — played by Robert Morris. Andrew Burt (Lieut. Peek) is a survivor from the old brigade.

The first five of 13 episodes show H.M.S. Hero in the Far East, the starring role being shared by H.M.S. Danae and H.M.S. Diomedes (previous mention of the Achilles was an error).

For the first time a regular female lead is introduced with Prunella Ransome as a journalist (Zoe Carter).

DEREK GODFREY

PRUNELLA RANSOME



Mombasa exped

Lieut.-Cdr. Alec Tilley is to lead a Joint Services Expedition to Kenya to dive on a wreck of a Portuguese frigate which sank off Fort Jesus, Mombasa, in 1697. The other R.N. members of the team are CMEM Tim Caldecott, of H.M.S. Dryad; CRS Ted Clamp, of H.M.S. Mercury, and MECH Mick Hughes, of H.M.S. Ark Royal. They are due to leave on January 6 and return in April.

Going to Mombasa at the request of the Museum Trust of Kenya, the expedition will also provide advanced underwater training for potential leaders of similar British Service expeditions.

FUNDS GET MORE CASH

An increase from £800 to £1,000 has been agreed by the trustees of the R.N. and R.M. Dependents' Funds, with effect from January 1, 1977. A Defence Council Instruction will be issued shortly.

When the funds were first started (the ratings' in 1967 and the officers' in the following year), subscription levels were set at £1.20 and £3, respectively.

Although the subscriptions have remained unchanged, the grant payable to a dependant has increased almost threefold for ratings, and double for officers.

At present, three-quarters of all eligible personnel are members of

the ratings' fund, the figure for officers being about 60 per cent. The increased benefits are expected to boost the membership to even higher levels.

Details about the method of joining can be obtained from Pay and Imprest offices.

Narwhal to pay off

The Porpoise-class patrol submarine H.M.S. Narwhal is to pay off for the last time in mid-February. To mark the occasion members of the ship's company are planning to hold a buffet dance at the Royal Fleet Club, Devonport, on Thursday, February 17.

Former members of the crew, and their friends, will be welcomed. Tickets (price £1) may be obtained from PO Prichard, H.M.S. Narwhal, B.F.P.O. Ships, London.

NEW ROLE FOR HERMES

After a seven-month refit at Devonport, H.M.S. Hermes has started sea trials in her new role as an anti-submarine vessel, equipped with Sea King helicopters.

Published by the Navy News, H.M.S. Nelson, Portsmouth, and printed by Portsmouth & Sunderland Newspapers, Ltd., The News Centre, Hilsa, Portsmouth.

Britannia heads for the sun

Jubilee Year for H.M.Y. Britannia was due to start on December 28 with her departure from Portsmouth for the Queen's tour of the Pacific Islands, New Zealand, and Australia.

The Royal Yacht sails westerly to Pago Pago in Eastern Samoa — where the Queen will embark — after an outward journey which will include brief calls at Madeira, Antigua, Panama, and Rarotonga in the Cook Islands. When the Britannia returns to Portsmouth on May 2 she will have circumnavigated the globe for the sixth time.

Later in the year the Britannia's programme includes a Silver Jubilee tour of the West Country.



Have you joined
N-TRUST yet?